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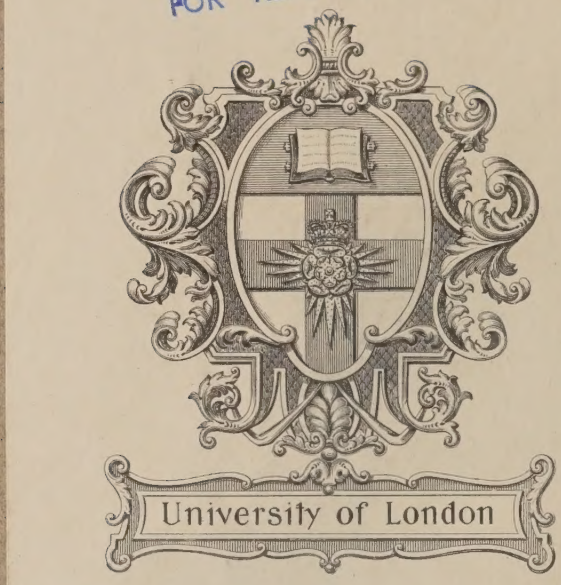

REPORTS

FROM

COMMITTEES:

EIGHT VOLUMES.

—*(5.)*—

PRINTING (HOUSES OF PARLIAMENT, &c.);
POSTAL ARRANGEMENTS (WATERFORD, &c.)

Session

12 *December* 1854 —— 14 *August* 1855.

VOL. XI.

1854-5.

REPORTS FROM COMMITTEES:

1854-5.

EIGHT VOLUMES:—CONTENTS OF THE

FIFTH VOLUME.

N.B.—*THE* Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Report; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

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REPORT

FROM THE

SELECT COMMITTEE

ON

PRINTING (HOUSES OF PARLIAMENT, &c.)

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
1 *August* 1855.

Mercurii, 24° *die Januarii*, 1855.

Ordered, That a Select Committee be appointed "to consider the cheapest, most expeditious, and most efficient Mode of providing for the Printing required for the Houses of Parliament and the Public Service."

Ordered, That such Committee do consist of,—

Mr. Muntz.	Mr. Vernon Smith.
Mr. Hadfield.	Mr. Gregson.
Mr. Leicester Vernon.	Mr. Wilkinson.
Mr. Hamilton.	Mr. Crossley.
Mr. Hankey.	Mr. Wilson.
Mr. Craufurd.	Mr. Thornely.
Mr. John Greene.	Mr. Walter.
Lord Seymour.	

Ordered, That the Committee have power to send for Persons, Papers, and Records.

Ordered, That Five be the Quorum of the Committee.

Lunæ, 5° *die Martii*, 1855.

Ordered, That Mr. Walpole be added to the Committee.

Mercurii, 1° *die Augusti*, 1855.

Ordered, That the Committee have power to report their Observations, with the Minutes of Evidence taken before them, to The House.

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REPORT.

THE SELECT COMMITTEE appointed to consider the cheapest, most expeditious, and most efficient Mode of providing for the PRINTING required for the HOUSES of PARLIAMENT and the PUBLIC SERVICE, and who were empowered to report their OBSERVATIONS, together with the MINUTES OF EVIDENCE taken before them, to The HOUSE;—— HAVE considered the Matters to them referred, and have agreed to the following REPORT:

1. FIVE different printers are employed in England for the public service; Messrs. Eyre & Spottiswoode, Hansard, Nichols, Harrison, and Hartnell. In Dublin there is one printer employed by the Government, viz., Mr. Thom; and three or four other printers are employed in Edinburgh, but the latter are only on a very small scale. Of these printers, Messrs. Eyre & Spottiswoode are principally employed for the House of Lords, and Messrs. Hansard and Nichols for the House of Commons. 6. 315. 9. 320.

2. Messrs. Eyre & Spottiswoode are Queen's printers under patent, and contract printers, as well as printers for the House of Lords. As printers under patent bearing date the 21st day of January 1830, they have the exclusive privilege of printing for 30 years all Statutes and Acts of Parliament, and all abridgments of Statutes and Acts of Parliament, for which they received in 1853-4, about 10,000*l.* Mr. M'Culloch, the Comptroller of the Stationery Office, considers that when the patent expires (that is to say, in 1860), the charge on that account might be reduced; at present it is regulated by a Treasury Minute of the 24th of May 1833, at which time the prices were greatly lowered from what they had previously been. As contract printers, Messrs. Eyre & Spottiswoode print all Reports and Papers which are ordered by the Treasury, and by most of the public departments, such as Reports and Papers presented to both Houses of Parliament by command of Her Majesty. Their present contract was entered into in 1851; it was then put on a reasonable footing; and it will continue till the year 1858. That contract, therefore, cannot now be disturbed. As printers for the House of Lords, Messrs. Eyre & Spottiswoode have recently reduced their charges nearly to the level of cost at which their contract printing is performed. In consequence of this change, there will in future be a reduction made from their bills at the rate of about 30 per cent. *See* Appendix. 296–7. 557. 10. 13 & 14. 180.

3. In the House of Commons, Mr. Hansard is the printer of the Journals, Returns, Reports of Select Committees, and other Papers; Messrs. Nichols and Son of the Votes and Proceedings. In 1850, the Select Committee appointed to assist Mr. Speaker in all matters which relate to the printing executed by order of The House, reported their opinion that the above-named printers should reduce the profit charged on composition and reading from 50 per cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year 1851 (thus reducing the profits of the printers on work performed by order of The House 20 per cent.), subject to any revision that might be considered necessary after that period. In accordance with the view then taken by the Committee, that the settlement was to be subject to revision, a further reduction of 10 per cent., to commence with the year 1854, was determined on in the year 1853. Some correspondence took place on the subject between *See* Report, p. 6.

between Mr. Vardon and Messrs. Hansard and Nichols, from which it appears, as well as from the evidence of Mr. Vardon, that the printers acquiesced in such reduction, upon the understanding that the present arrangement was to last for some years, inasmuch as the expenses of their printing establishments demanded "that there should be some certainty to enable the printers to meet the large quantity of type, and the sessional labour necessary to conduct the business satisfactorily and efficiently." Your Committee consider that, under these circumstances, no alteration can at present be made with propriety in this arrangement; but they think it should be open again to revision in 1860, when the Queen's Printer's patent will expire.

434 to 458; and Correspondence in Appendix. And *see* 599 and 600.

See 190 to 201, and compare the answers to those questions with the last reference.

4. Mr. Harrison is the confidential printer for the Government, and also the printer of The Gazette. As the printer of The Gazette, he prints under a contract, which was entered into about three or four years since, and which will expire in about two years. As the confidential printer of the Government, his charges, down to the present date, were about the same as those of the printer of the House of Commons. Recently they have been assimilated to the prices contained in the contract with Messrs. Eyre & Spottiswoode; but since the number of copies which he has to print are very few—limited frequently to the number of Members belonging to the Cabinet—he is allowed a premium upon those contract prices to the amount of 10 per cent. on all papers that he prints to the number of 500 copies and upwards, and 50 per cent. on all papers that he prints under the number of 500 copies. Mr. Harrison's receipts average from 3,000 *l.* to 4,000 *l.* a year; and though the profit may be larger, in proportion to the work done, than that which is made by other printers, it must be borne in mind that the peculiar nature and character of his work will not admit of its being put up to contract.

274.

266, &c.

5. Mr. Hartnell executes the job-work printing for England, with reference to which we shall have to make some observations hereafter. It will be sufficient here to remark, that down to the month of last June this kind of work was done by contract; but Mr. M'Culloch suggests that it should never be let by contract again, as it has been heretofore. He says "that this is by far the most difficult and important branch of the printing we have to manage. The rest is all plain sailing, but that is a very difficult business."

278.

6. Mr. Thom, the Dublin printer for the Government, has no contract; he is employed, however, on the same terms as Messrs. Eyre & Spottiswoode, and he is said to be an excellent printer, who does his work well. Altogether, he receives about 6,000*l.* or 7,000*l.* a year.

281, &c.

315.

321-327.

7. The Edinburgh printers are all of them paid by the same rates which were agreed upon with them about 10 years ago; originally those rates were settled by contract, but now the work goes on upon sufferance. Mr. M'Culloch considers that the charge is as low as it can be to get it thoroughly well done, and he does not recommend any alteration at present.

327.

8. The total expense of printing, stationery, &c., for the Houses of Parliament and the public offices, as contained in the Estimates during the last four years, has been as follows:

	£.
1850 - - - - - -	260,877
1851 - - - - - -	226,566
1852 - - - - - -	216,509
1853 - - - - - -	216,420
1854 - - - - - -	431,960
The Estimates for the present year are - - -	360,470

It ought to be observed, however, that the Estimates for the two last years have been immensely increased in consequence of the demand for ammunition paper for the purposes of the war.

9. In considering the matters which have been more specifically referred to Your Committee, viz. the cheapest, most expeditious, and most efficient mode of providing for the printing required for the Houses of Parliament and the public service, the foregoing narrative will clearly show that the general questions which

6.9.

which would otherwise arise from the terms of reference can hardly be said to be ripe for discussion until the contracts and other arrangements with the different printers are brought to a close. At the same time, there are some things which not only require but are capable of improvement, especially with reference to job-work printing, and the amount of printing ordered by Commissions, and the vast accumulation of useless matter which is constantly inserted in the Appendices to Reports.

10. Job-work printing is that kind of printing which is in the shape of Returns, Headings of Ledgers, Tax Papers, Circulars, Letters, and Forms of all sorts. It is executed for every department of the Government, but principally for the War Departments, the Navy Office, the Inland Revenue, the Post Office, and the Customs. It has increased very largely of late years, amounting to 13,000 *l.* or perhaps 14,000 *l.* a year, exclusive of the paper, which is two or three times that amount. According to the present system, job-work printing has been executed by contract: but the forms required are constantly changing; thousands, even millions, of them are often required; the demands for them are usually sudden; they must be furnished in a short period. Owing to these circumstances, they are delivered not unfrequently in so discreditable a state, that they ought not to be accepted; but notwithstanding this they must be taken, for the contractor knows that it is not in the power of Government to reject them, because it cannot go into the market and buy them elsewhere. There is, therefore, no check upon the quality of the work, since it must be done by a given day, and when it is delivered it must be issued the next morning. 162, &c. 624.

11. To remedy these inconveniences, Mr. M'Culloch suggests that the Government should employ four or five job-work printers in lieu of one; and instead of making a permanent contract with them, he would make it a condition that if the work was not done satisfactorily, the Government should have the power immediately to leave them. The mode in which this plan would act is fully explained in the following questions and answers put to and given by Mr. M'Culloch:

"204. *Chairman.*] To return to job-work printing: you stated that the system of contract was not applicable to job-work printing; what system would you substitute for the contract system, with regard to job-work printing?—If it were a business that I was conducting for myself, I would send circular letters to some of the principal printers in town, men of recognised capital and ability, who could do a large quantity of work; and I would say to them, 'Here is the job-work printing for the Post Office, or the printing for the Inland Revenue, or the printing for the Admiralty.' Having made out all the different things as well as I could, I would say, 'What advance, or what discount upon these sums would you work for, in the event of it being sent to you?' I should get answers, saying what would be the lowest which it could be done for. I would say to any one of those that I chose, 'Well, I will send you this work to execute, as long as you execute it to my satisfaction, but I will make no contract with you; you may be sure that I shall not remove the work elsewhere, or capriciously, or without good cause; but I will not continue it an hour longer than I see fit; and I will not be bound to send you anything, but I will stay with you as long as you execute the work well, and within proper specified periods.' And I would go through the other offices in the same way, and I would have some three, or four, or five job printers. Then, whenever any great pressure came from any cause, such as the imposition of a new tax, or a new organisation of the army, or anything of that sort, which may cause you to require hundreds of thousands or millions of forms to be got ready in a fortnight, you could distribute them amongst the printers who did this work; and if any of them sent in a bad article, I would immediately get it done by somebody else, and he would know very well that I never should employ him any more; whereas, now, I am the slave of the contractor; he is my master, and I am his slave. He knows very well that if he sends me any inferior article of forms, executed under circumstances of great despatch, in order to be ready to be sent to the Crimea, or anywhere, upon a certain day, however badly it may be executed, I have no power to reject it; neither have I any power to employ another individual to execute it, because he would say,

'You are breaking my contract.' I reply, 'No; you have broken it yourself; your work is so bad.' 'Oh, no,' he would say, 'that is a question for a jury.' And to be sure it would be a question for a jury; and I should like to see the sort of justice that the Government would get when you brought that before a parcel of printers.

"205. Mr. *Wilkinson.*] Is not what you propose, in point of fact, a contract in different terms, according to a schedule of prices; is it not still a contract in a different mode?—No; I have here a contract that I have made for the production of envelopes; and if I had my own way, I would have all the job-work people employed under those terms. It is in these terms: 'I have to request that, if agreeable, you will acquaint me, on or before the 20th instant, with the prices at which you will be disposed to supply such quantities of special envelopes as may be ordered of you at any time during the 12 months, beginning the 1st September next, and ending the 31st August 1855, under the following conditions.' You will observe that the words are, 'such quantities as may be ordered of you.' I do not bind myself to send them all the orders. Now, to show the advantage of this form of contract, I may mention, that we got tenders from several of the most respectable parties in London, and we took the one that was the lowest, because we were not bound to send anything to him unless he executed the work to our satisfaction. Not long after he commenced he became bankrupt, and could not go on. Now, if we had had a contract with him, we should have been obliged to go to his assignees, and incur all sorts of inconveniences; whereas, under this arrangement, I was able, the very next day, to send and order the envelopes to be produced by another party."

As the present contract for job-work printing has now expired, we think this plan had better be tried by way of experiment; and that after a limited time, say, for example, 12 months, the Comptroller of the Stationery Office should report to the Treasury upon the results.

12. The amount of printing ordered by Commissions, and the great accumulation of useless matter which is constantly inserted in the Appendices to Reports, requires the early attention of the Government. There is no check, no control, no defined or ascertainable limits. With regard to Commissions, the
546. number of copies vary from 1,000 to 10,000. The cost is sometimes enormous; in one case (the Hull Election) it was about 3,000*l.*; they are crowded con-
254. 538. 583. stantly in the Evidence or Appendices with a mass of minute and trifling details, and the greater part of them become waste paper almost immediately. With
45. 385. regard to Reports of Select Committees, it frequently happens that they contain Evidence and Tables in the Appendix, which may be referred to by a few persons, but which are not required for general circulation. An example of this, by way of illustration, is taken by Mr. M'Culloch from the Wine Duties Report: "If you look," he says, "into the Appendix of the second volume, you will see a Table of 234 pages of what is called 'Vattings of Wine in the different Docks.'
73. There is not, I believe, a sane person in the empire who ever read one line of it, or ever will. But though perfectly useless, it occupies 234 pages, and 1,750 copies were printed and circulated at the public expense." Other
73. examples might easily be adduced, but they must be so familiar to the Members of The House, that it will be sufficient to call attention to them without referring to them in more detail.

13. We think that the best way of obviating the abuses which have thus arisen, would be that recommended by Mr. Vardon and Mr. M'Culloch. At present the Reports, both of Commissions and Select Committees, with all the Appendices, are left, in a great measure, both as to form and number, to the discretion of the
532-3. Chairman. Mr. Vardon and Mr. M'Culloch agree in considering that the most
585. effective check to be put upon this, would be by conferring extended powers on the Printing Committee. They think that the Reports should be printed in the first instance; that the Appendices and Evidence should be kept in manuscript until authority should be given for printing them; that this authority
590. should be vested in the Printing Committee, acting of course under the directions of The House, and putting itself in communication with the different
544-550. persons from whom those Reports proceed; and that the Committee should
590-2. regulate whether any, and which, and how many of these documents should be printed

printed and circulated at the public expense. Your Committee concur with this recommendation, except that they think that the Evidence should be printed as well as the Reports; the greater portion of the cost would thereby be checked; for that cost is principally occasioned by the bulk of the Appendices. It is not in the magnitude of Reports, which are often comparatively short, but in attaching to them an enormous mass of useless detail. This mass is seldom looked at, or even referred to, and hence they become mere waste paper. In many cases a few copies would be all that might be required to be given to Members, in case they should apply for them, or to be sold to the public in case they should be wanted. It is also worthy of consideration whether the Evidence, if printed, should not be printed in double columns.

14. Some evidence has been given before Your Committee of the increased expense which has been occasioned by printing the Acts of Parliament in editions of different sizes. Two editions are printed for the Government, one in folio, when each Act is printed separately, and the other in quarto, when the Acts are printed and published continuously. Besides these, there is an octavo edition, which is published by the Queen's printer as a private speculation. Mr. M'Culloch has furnished us with the expense of the public general Acts in 1851, which cost for printing and paper, 2,792*l.* 0*s.* 2*d.*; and he has made a calculation of what they would have cost if they had all been printed either in folio or in quarto, or in octavo only, with paper furnished by the Stationery Office, and at the contract prices of Messrs. Eyre & Spottiswoode. The result is that

35 2

658.

	£.	s.	d.
The folio edition would have cost - -	1,847	11	3
The quarto - - - - - -	962	15	5
The octavo - - - - - -	648	9	5
Making in the folio a difference of - -	944	8	11
In quarto of - - - - - -	1,839	4	9
And in octavo of - - - - -	2,144	10	9

Your Committee conceive that it does not lie within their province to consider whether more than one set of Statutes is necessary for the public service, as that would involve some public considerations beyond the terms of the inquiry submitted to them; but they cannot help remarking, that three different sizes appear to them to be altogether uncalled for; and they observe that the Select Committee on Printed Papers, as long ago as the year 1835, recommended (*inter alia*), as the result of their inquiries, that the whole number of the Statutes for promulgation should be printed of one uniform size, and that the royal octavo size is the most convenient, if printed continuously.

Second Report, 16 July 1835, p. ii & xxix.

15. Your Committee would here, under ordinary circumstances, have concluded their Report; but inasmuch as the Motion upon which this matter has been referred to them was partly grounded upon the notion that an original invention had been made, whereby an enormous saving and great improvement might be effected in the economy, simplification, and expedition in the printing departments of both Houses of Parliament, Your Committee, under the terms of their appointment, have felt it their duty to take evidence with reference to that invention, and they have examined it carefully and in considerable detail. The result has been that the evidence is conflicting; and much difference of opinion has been expressed by those who are practically conversant with the subject. This, perhaps, was not to be wondered at, since the invention has never been brought to the test of public competition and actual experiment on an extended scale; and Your Committee found that without such a test they were so little able to arrive at a just and satisfactory conclusion, that they obtained the assistance of a scientific referee to try practically the relative merits of this invention as compared with the present mode of printing. Mr. George Rennie undertook this office for them, and his Report thereupon is printed in the Appendix. From that Report it appears that there was a material difference in favour of the invention, in point of time, and in point of expense; but there was a difference against it in the quality of the work. How far those differences might be maintained under varied trials and continuous employment, it is not in the power of Your Committee to judge; but being of opinion that Parliamentary printing, as well as Government printing, should,

should, when the present arrangements expire, be laid open to public competition, they do not feel it necessary to prosecute this matter any further, since the author of this invention, as well as others, will then have an opportunity of tendering for the contract, should he so be inclined.

16. Upon a review of the circumstances which have been brought under their notice, Your Committee recommend—

First. That the Printing for the two Houses of Parliament, and the Scale of Prices to be fixed for the same, should be again reviewed, when the Queen's Printer's Patent, and the other arrangements, may be considered as terminating; that is to say, in 1860.

Secondly. That the Contract for Job-work printing shall not be renewed; and that the plan recommended by Mr. M'Culloch shall be tried for a limited period.

Thirdly. That extended powers shall be given to the Printing Committee to control, more effectually than they can at present, the matter which is printed in Appendices to Reports. And,

Fourthly. That the Printing Committee shall settle, by regulations or otherwise, in communication with the persons from whom such Reports may proceed, the form and number of the matters to be printed, in proportion to the demand which in their opinion is likely to be made for them.

1 *August* 1855.

PROCEEDINGS OF THE COMMITTEE.

Martis, 20° *die Februarii*, 1855.

MEMBERS PRESENT:

Mr. Hankey.	Mr. Gregson.
Mr. J. Greene.	Mr. Wilkinson.
Lord Seymour.	Mr. Hadfield.
Mr. Vernon Smith.	Mr. Craufurd.

Lord SEYMOUR called to the Chair.

The Committee deliberated as to the course of their proceedings.

[Adjourned till Tuesday, at One o'clock.

Martis, 27° *die Februarii*, 1855.

MEMBERS PRESENT:

Lord SEYMOUR, in the Chair.

Mr. Gregson.	Mr. Walter.
Mr. J. Greene.	Mr. Crossley.
Mr. Thornely.	Mr. Hankey.
Mr. Wilkinson.	Mr. Hadfield.

The Committee examined Mr. *M'Culloch.*

[Adjourned till Tuesday, at One o'clock.

Martis, 6° *die Martii*, 1855.

MEMBERS PRESENT:

Mr. Gregson.	Mr. Wilkinson.
Mr. Hamilton.	Captain L. Vernon.
Mr. Walpole.	Mr. Thornely.
Mr. J. Greene.	Mr. Hankey.
Mr. Crossley.	Mr. Walter.
Mr. Hadfield.	

Mr. *Walpole* called to the Chair.

The Committee examined Mr. *Lingen* and Mr. *Vardon.*

[Adjourned till Tuesday, at One o'clock.

Martis, 13° *die Martii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Thornely.	Mr. Muntz.
Mr. Gregson.	Mr. Hankey.
Mr. J. Greene.	Mr. Hadfield.
Captain L. Vernon.	Mr. Craufurd.
Mr. Crossley.	Mr. Walter.

The Committee examined Mr. *Vardon* and Mr. *M'Culloch*.

Room cleared.

Committee deliberated as to their course of proceedings.

[Adjourned till Tuesday, 27 March.

Martis, 27° *die Martii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Thornely.	Mr. Walter.
Mr. Gregson.	Captain L. Vernon.
Mr. John Greene.	Mr. Muntz.
Mr. Crossley.	Mr. Craufurd.
Mr. Hadfield.	Mr. Hankey.

The Committee examined Mr. *Spottiswoode* and Major *Beniowski*.

[Adjourned till Tuesday, 17 April, at One o'clock.

Martis, 17° *die Aprilis*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. J. Greene.	Mr. Craufurd.
Mr. Thornely.	Mr. Hadfield.

The Committee deliberated.

[Adjourned till Tuesday next, at One o'clock.

Martis, 24° *die Aprilis*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Gregson.	Mr. Muntz.
Mr. Thornely.	Mr. Walter.
Mr. J. Greene.	Mr. Craufurd.
Mr. Hankey.	Captain L. Vernon.
Mr. Crossley.	Mr. Hadfield.

The Committee examined Mr. *M'Culloch*, Major *Beniowshi*, Mr. *Joseph Smith*, and Miss *Helen Harris*.

[Adjourned till Tuesday, at One o'clock.

Martis,

Martis, 1° *die Maii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Walter.	Mr. Craufurd.
Mr. Thornely.	Mr. Gregson.
Mr. Hamilton.	Captain L. Vernon.
Mr. J. Greene.	

The Committee examined Mr. *Rudolph Appel*, Mr. *Hans Busk*, Mr. *Thomas Allen*, *John Jann*, Mr. *Walter Richard*, Mr. *Richard Gill*, and Mr. *Richard Clay*.

[Adjourned till Tuesday, at One o'clock.

Martis, 8° *die Maii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Thornely.	Mr. Gregson.
Mr. Hankey.	Mr. Craufurd.
Mr. Hamilton.	Mr. Hadfield.
Mr. Greene.	Captain L. Vernon.
Mr. Crossley.	Mr. Walter.

The Committee examined Mr. *John Cole* and Sir *John M'Neil*.

The Committee deliberated as to their course of proceedings.

[Adjourned.

Veneris, 25° *die Maii*, 1855.

MEMBERS PRESENT:

MR. WALPOLE, in the Chair.

Mr. Hankey.	Mr. Wilkinson.
Mr. Thornely.	Mr. Greene.
Mr. Crossley.	Mr. Gregson.

Committee deliberated.

[Adjourned.

Mercurii, 18° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Thornley.	Mr. Walter.
Mr. J. Greene.	Mr. Crossley.
Mr. Hankey.	Mr. Muntz.
Mr. Gregson.	Mr. Craufurd.
Mr. Hadfield.	

The Chairman stated that he had received papers transmitted by Mr. Rennie, as enumerated in his letter. The same was read.—(*Vide* Appendix).

The Committee deliberated thereupon, and upon the future course of proceeding.

Motion made, and Question proposed (Mr. *Gregson*), "That the Committee do now close their evidence, and do proceed at their next meeting to the consideration of their Report upon the matters referred to them":—Amendment proposed (Mr. *Greene*), To leave out all the words after the word "That," &c., in order to insert these words: "It being practicable to establish, to the satisfaction of the Committee, that much greater rapidity of composition and a much less cost in production is to be obtained by the employment of Major Beniowski's system, even than appears from Mr. Rennie's Report to have been positively effected in the experiment made under his superintendence, it is expedient that Mr. Rennie be called and examined, in elucidation of the papers which he has laid before the Committee":—Question put, "That the words proposed to be left out stand part":—The Committee divided:

Ayes, 5.	Noes, 2.
Mr. Thornely.	Mr. Craufurd.
Mr. Hankey.	Mr. Greene.
Mr. Walter.	
Mr. Muntz.	
Mr. Gregson.	

Main question put, and agreed to.

[Adjourned till Friday, the 27th, at One o'clock.

Lunæ, 30° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. WALPOLE, in the Chair.

Mr. Craufurd.	Mr. Hadfield.
Mr. Thornely.	Captain L. Vernon.
Mr. Hankey.	Mr. Gregson.
Mr. J. Greene.	

Committee deliberated.

A Draft Report, proposed by the Chairman, read 1°.

Report read 2°, paragraph by paragraph; several amendments made.

Report, as amended, agreed to.

Ordered to Report.

MINUTES OF EVIDENCE.

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MINUTES OF EVIDENCE.

Martis, 1° *die Augusti*, 1854.

MEMBERS PRESENT.

Lord Seymour.	Mr. Hamilton.
Mr. Greene.	Mr. Walter.
Mr. Vernon Smith.	Mr. Wilson.
Mr. Gregson.	Mr. Leicester Vernon.

LORD SEYMOUR, IN THE CHAIR.

John Ramsay M'Culloch, Esq., called in; and Examined.

J. R. M'Culloch, Esq.

1 August 1854.

1. *Chairman.*] YOU are Comptroller of the Stationery Office, are you not?—I am.

2. How long have you held that office?—Since 1838.

3. As Comptroller of the Stationery Office, is the printing for the public service brought under your control in any way?—Yes; to some, though not to a very great extent. I am rather an executive officer, appointed to carry out the orders of other departments of Government, than having much control myself.

4. As such executive officer, is it through you that the payment for the printing is made?—Yes.

5. All the printing?—Yes, so far as I am aware; I do not know of any which is not so paid.

6. It seems there are five different printers employed for the public service; Messrs. Hansard, Nichols, Eyre & Spottiswoode, Harrison, and Hartnell?—Yes.

7. Are there any others?—There are; one in Dublin and some in Edinburgh; but those are all which we have here.

8. Do you make any payment for printing in Edinburgh or in Dublin?—Yes, we pay it all.

9. Have you more than one printer in Edinburgh?—We have two or three printers in Edinburgh, but they are on a very small scale. We have only one in Dublin; and I may perhaps be allowed to say that the printing in Dublin is extremely well done, and is extremely cheap too.

10. Can you explain to the Committee the rates of payment made to those different printers, and the system upon which those rates are fixed?—I can explain it in this way: the ordinary printing for the Government, that is, the printing ordered by the Treasury, and by most departments, is executed by contract printers. For example, all reports and papers presented to both Houses of Parliament by command of Her Majesty are printed by contract printers. The contract under which Messrs. Eyre & Spottiswoode print was entered into in 1851, and will continue to 1858. It was taken after fair and open competi-

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tion, and was advertised in all the London papers. Several parties offered, but it was not given to the lowest offerers; there were one or two offers lower than that of Messrs. Eyre & Spottiswoode, but the Treasury considered that their offer was the most eligible under all the circumstances.

11. When was that contract made?—In 1851.

12. For how many years?—For seven years. I have a copy of the contract with me (*producing the same*); it is from the 1st of July 1851 to the 30th of June 1858.

13. You say that in the case of Messrs. Eyre & Spottiswoode there is a system of payment by contract; what is the case with the other printers for the Government?—I do not know how the printers for the House of Commons, Messrs. Hansard and Messrs. Nichols, were appointed. They and their ancestors have been printers I do not know for how long; they are printers, I suppose, during good behaviour. Their rate of payment was fixed in 1833. There have been some trifling reductions made during the last three or four years, but their payment is fully 30 or 35 per cent. larger than that which is made to Messrs. Eyre & Spottiswoode, the contract printers. Messrs. Nichols are entitled to a higher rate than Messrs. Hansard, because their work is all done at night, and they pay higher wages. There is no substantial difference between the printing executed by Messrs. Hansard and that executed by Messrs. Eyre & Spottiswoode, the contract printers.

14. Mr. *Greene.*] Messrs. Eyre & Spottiswoode are Parliamentary printers as well as contract printers, are they not?—They print for the House of Lords. Recently, or within this fortnight, Messrs. Eyre & Spottiswoode have agreed to reduce their charges as printers for the House of Lords nearly to the level of their charges as contract printers, and there will in future be a reduction made from their bills at the rate of about 30 per cent. Messrs. Eyre & Spottiswoode also print as Queen's printers, under patent.

15. On what terms do they print Acts of Parliament?—At so much a sheet; that is regulated by an arrangement made under their Patent, and with that we have nothing to do.

16. When does that Patent expire?—It expires in 1860.

17. *Chairman.*] Could the Committee have prepared for them, in a tabular form, the names of the different printers who are employed for the public service, including the printers in England, the printers in Scotland, and the printers in Ireland, and showing the engagements made with them, whether they are under patent, or in what way they have been made, or whether they print by contract for any number of years, and also showing the rates of charge made by them for the printing they execute?—It would be easily made out; it would hardly be worth while, I should think, to include the printers for Scotland and Ireland; the amount they do is so trifling.

18. Is not Mr. Thom a very large printer?—He is a large private printer. He also does all the Government work, and he does it partly under the same terms that Messrs. Eyre & Spottiswoode do it here.

19. Mr. *L. Vernon.*] Did not you say that he did it remarkably cheap?—He prints the job-work printing for Ireland, which Hartnell prints for England; and he executes that portion of his work at a lower rate than Hartnell. He also prints the Dublin Gazette at terms which I do not think can pay him.

20. *Chairman.*] What is the total amount paid for printing; separating the cost for printing from the paper?—The total sum paid for printing in 1853, so far as it is made up, is within a trifle of 100,000*l.* or 102,000*l.*; that is, exclusive of lithography.

21. That includes the whole of the actual printing?—It includes the whole of the actual printing executed in London; it does not include that executed in Scotland and Ireland; including that, it might be 107,000*l.* or 109,000*l.*

22. Mr. *Greene.*] Does it include the whole of the printing for the public service in England?—Yes.

23. *Chairman.*] To that must be added the cost of the paper?—Yes.

24. What is about the cost of the paper?—I cannot give more than a guess at it. I think it would be about the same amount. In books and reports the cost of the paper is much less than the cost of the printing; but then there is a great deal of printing executed by Hartnell, which consists in ruling and printing the head-lines for ledgers, tax forms, &c., where the paper is much the larger

larger portion of the expense. I think, upon the whole, you might safely say that the cost of the paper would be about 100,000 *l.* more.

25. Mr. *V. Smith.*] Are you speaking merely of the paper upon which printing is done, or of the whole supply of paper from your office?—The paper upon which printing is done, exclusive of writing papers.

26. It does not include the supply of stationery?—No.

27. *Chairman.*] What should you put down as the cost of the lithography?—I could not state that off-hand; it varies exceedingly; sometimes you have expensive and perhaps useless plans put into a report which runs up the amount. Recently we had an application for a map of Ireland, showing the situation of every one of the schools which are under the management of the Commissioners of National Education. I said that I could not order it unless the Treasury gave me authority, and they refused it.

28. When was the printing of patents established?—It is only within the last two or three months that I have had any connexion with the printing of patents; that is carried on under officers appointed by the Act. The Treasury sent me some of the bills to be examined by our examiners of printing, and they have ordered that the paper on which the patents are printed shall in future be supplied by the Stationery Office, and they have also ordered that we should examine the accounts to see that they are correct. I may perhaps be allowed to add, that I have recently seen some of the gentlemen connected with the Patent Office, and they have agreed to consolidate very much the printing they require; I dare say the same quantity of manuscript will be contained in a third less paper; and they have also agreed to diminish the number of copies printed from 500 to 250. I take it, however, that in 99 cases out of 100 they might have been diminished to 50; you will very soon require a warehouse as large as one of the warehouses at the West India Docks to hold them.

29. Mr. *Greene.*] Have they diminished the size of the type?—No; they have the same type, but they set it up without spaces; and they have increased the length of the lines, and have a greater number to the page.

30. Do they not employ leads?—No; or if they do, they are not so thick as they were.

31. *Chairman.*] Do you expect a considerable increase in the annual estimate for printing on account of the new duty of printing specifications of patents?—The vote which has been passed for printing and stationery for this year is 253,560 *l.*; but I have no doubt that we shall have a debt this year of 50,000 *l.*, because we have made no provision for this printing of patents, and this year that will cost 40,000 *l.* itself. Then there has been a great increase in the price of paper. The price of paper, speaking generally, has risen from 10 to 15 per cent.

32. Mr. *Greene.*] Do not you think that the paper is too good upon which the patents are printed?—The gentlemen connected with the Patent Office have agreed to use rather an inferior paper. So far as I can judge, they have shown every desire to diminish the cost of printing the patents.

33. *Chairman.*] How is the paper obtained for printing; is it all obtained upon one system?—It is all obtained upon one system, or by contract. A statement is made out of the quantities of paper which it is supposed will be required; those are advertised in the different newspapers, and we take the lowest tender, because we can manage the contract for paper perfectly well by taking the lowest tender. We have a system which, when the Committee come to visit the office, they will see is quite effective to guard against abuse, but you could not adopt it in printing for Parliament.

34. Do you decide what sort of paper shall be applied to different purposes?—No; if I had to decide that, the bill for paper would be a good deal less than it is; I often remonstrate, and sometimes my remonstrances are effectual, and sometimes they are not. Speaking generally, the quality of the paper used for printing has been a good deal lowered of late years; but it is still, I think, too expensive, considering the purpose to which the great mass of it is applied. A large portion of it is immediately turned into waste paper; it is, in fact, frequently sold for waste paper within a fortnight after it comes from the press.

35. Mr. *V. Smith.*] You have been examined before Committees of Parliament upon this subject before, have not you?—Yes, I was examined before a Committee of the House of Lords very recently.

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36. And by Committees of the House of Commons, too?—I was examined in 1848 before a Committee of the House of Commons.

37. What alterations or amendments have been made in the practice since you were previously examined?—The only considerable alteration which has been made has been the check put upon printing. There have been several Treasury Minutes issued, which order that no paper shall be printed without the sanction of certain individuals, such as the Secretaries of State, and the Secretaries to the Treasury. I took upon myself to modify the Treasury Minute in practice, so far as to allow papers for the Admiralty to be printed by order of the First Lord, it being evidently an oversight that that functionary was left out of the Minute.

38. When you imply that a check has been put upon you in carrying out such economy as you have desired to effect in the consumption of paper, do you mean that that is by the Treasury?—Ever since I have had anything to do with the office I now hold, I have been supported in every project of economy by the Treasury, but the Treasury themselves are not in all cases able to carry out their own recommendations.

39. Where is the point of resistance?—The point of resistance is in certain offices; there are frequent demands for better paper, more expensive stationery, and a greater quantity of printing; there is no objection to support me on the part of the Treasury.

40. That would not apply to the paper on which the printing is done, would it?—Yes, it would.

41. What are the offices to which you refer?—It would be invidious to specify the offices, and I would rather not do so.

42. Do you apply the same observation to the stationery supplied to the House itself; as regards the Parliamentary printing, do you meet with any obstacle of that kind?—No, the Parliamentary printing is all settled by The Speaker. I have nothing more to do with the Parliamentary printing executed by Messrs. Hansard, and Messrs. Nichols, than any other gentleman in this room; all I have to do is to take care that the printers do not charge more than they are entitled to do.

43. As regards the prosecution of this inquiry, you are probably, from your great experience, able to point out to the Committee what persons you think it would be most advisable for them to seek information from, and what course of inquiry, which must be continued in another Session, you would think advisable?—I shall be most happy to give the Committee every information I possess, but I think if the Committee will come to the Stationery Office, and see how the machinery works, they will have an opportunity of inspecting everything, and they will be able then to form a better judgment. I do not well see what they can do, except to get comparative statements of the expense of printing. I do not think that going back and getting accounts of printing for the last 10 or 12 years will throw any light upon the subject. The Committee, I presume, wish to know what is now paid for printing, and at what cheaper rate it may be as well done.

44. Can you point out to the Committee, previously to their breaking up this Session, what statistical information they could receive from you, or from the public generally, which would be useful to them in recommencing their labours in another Session?—I do not know that they can receive much. I will give them our contract prices for paper, and anything else which may be required. The Committee are even better aware than I am of the enormous waste of money in printing useless matter. There is the printing for the Committee of Council of Education, for example; they print 10,000 copies of what would seem to me, if it did not emanate from such a respectable body, to be in great part mere useless rubbish, and they distribute those copies all over the kingdom gratuitously.

45. Is not the difficulty there rather of a higher nature, that neither you, nor any other authority, is able to state to the President of the Council that what he desires to print is rubbish?—No; of course I would not think of saying such a thing to him. But you will see in these Reports the names of thousands of persons and schools you never heard of before, and will never hear of again, unless you look for them there. Very many schoolmasters have their names blazoned abroad in I do not know how many different forms, and the names of hundreds

hundreds of the children at school are printed also, with an endless mass of minute and trifling details.

46. Is not the Parliamentary printing open to a similar objection?—The whole of the printing of the country, I consider, if I dare use such a phrase, is in a discreditable state, and I do not see where it is to end, for it is becoming worse every day. The estimate for the Stationery Office is not a fair statement of the cost of stationery, because a number of the public offices repay us, and those which repay us do not appear in it. If you take it altogether, I am sure the cost of stationery for the public at this moment is not less than 400,000 *l.* a year.

47. *Chairman.*] When you say that is the cost of the stationery, you speak not only of the printing, but of all the stationery supplied to all the public offices?—Yes; wax and pens, and everything.

48. If you were to separate the cost of printing from the cost of stationery, including in the printing that amount which you say is repaid to you, what do you suppose it would come to?—I can make out an account of it. We send a large quantity of paper to the colonies, and they repay us, and there are several offices at home which repay us.

49. Some repay, and some do not repay?—Yes, and it is a very bad system; for example, when we deal with such an establishment as the British Museum or Greenwich Hospital, who repay us, they may say to us, "It is none of your business to object to what we order, since we pay you; send us, therefore, what we wish to have." I have even refused in some cases to send parties who pay, things which they wished to have, though that is always a very invidious task, and one cannot afford to be in a state of warfare with everybody.

50. When you speak of their repaying you, that repayment appears as a charge to the contingencies of their office?—I do not know how they manage that; it is no business of mine to inquire as to that, but it is a source of much trouble and expense to the Stationery Office; we have to make out quarterly or annual bills, and get payment from them. It takes away the little check we should otherwise have on excessive demands; or, at least, it modifies it considerably.

51. Mr. *V. Smith.*] The printing for the public departments is all provided for in one vote, is not it?—So far as the Stationery Office is concerned, it is; I do not know how it would be as to Greenwich Hospital. As regards the British Museum, for example, I suppose the vote passed would include that.

52. Mr. *L. Vernon.*] Do you find the stationery for the military departments?—Yes.

53. Do not you control their demands?—The military departments are exceedingly economical, and are as easily controlled as any department; the military departments are most inexpensive as regards stationery; the quantity they need is very large, but there is no waste, nor anything to object to.

54. Mr. *Gregson.*] Are the repayments sufficient to indemnify you?—They indemnify us; we take care of that; but it is a mere juggle; paying out of one pocket into the other.

55. *Chairman.*] You do not think, as a matter of account, that it acts well as a check?—No; it seems to me to take away any little check I should have in objecting to things; at least it very much modifies it; it is a pretty conclusive answer for them to say at the British Museum, "It is no business of yours; we repay you."

56. You were asked as to the paper supplied to the military departments; do you supply ammunition paper?—Yes; we supply all the paper that the cartridges are made of; we have sent a great quantity of paper to Varna.

57. Mr. *Greene.*] And that paper is supplied to you by open contract?—Yes, I am satisfied there is not a shadow of abuse now in supplying paper to the public, though, perhaps, that was not the case formerly. The paper contract is one of the few things we can completely carry out. I believe there is no system by which the public can be so easily and so successfully defrauded as by a contract. Unless you look sharply and honestly after it, it is the most convenient possible cloak for robbery.

58. Do you take securities for the fulfilment of contracts?—We do; but in my humble opinion the securities are not worth the ink with which the names are written.

59. Mr. *V. Smith.*] What would you propose to point out to the Committee,

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should they pay a visit to your office?—I would let them see everything we do; show them what we receive and what we pay out, and let them see the orders I get and how we have to deal with them. We get perhaps 50 orders every morning from different offices.

60. *Chairman.*] That applies rather to the stationery than to the printing, does not it?—No, there is hardly a morning that there are not numerous orders for printing; the amount of printing by job work is immense; there is a prodigious deal of printing executed in that way.

61. Having been in the office you now hold for many years, has the printing gone on increasing year by year do you think?—No, it has not gone on increasing year by year; in fact it was very much reduced by the regulations of the Treasury; there was a great check given to unnecessary printing by the regulations, requiring that papers should not be printed unless they were ordered by a Secretary of State or a Secretary to the Treasury, but that did not operate upon Commissions or Committees.

62. It only operated upon the public departments?—Only upon them, and it is not always a sufficient check upon them; for very often a man comes and says to the Secretary of State, "I must have this printed." The Secretary of State does not perhaps look into it; he signs the order, and the printing executed under it may be much greater than he supposes.

63. Mr. *V. Smith.*] You say you have been generally supported by the Treasury in all your efforts at economy, but that obstacles have occurred elsewhere. Can you state what scheme you would propose for the purpose of establishing an effective check upon the printing and stationery provided for public departments?—I have often thought of that, and I could never make up my mind as to what check I should propose; it is exceedingly difficult. In a country like this you must have a vast deal of publicity, and very many of your inquiries and Committees are of a judicial character, and if you were to propose not printing any portion of such proceedings it would be said you were acting unfairly and improperly. But I think there might, notwithstanding, be a great saving of really useless expenditure, and it should begin with the departments of the Government. I can conceive nothing worse than the abuse with respect to the Reports emanating from the Committee of Privy Council, the Commissioners of Education in Ireland, and the Reports from Schools of Art and Design; those are, as it appears to me, flagrant instances of waste.

64. Are those submitted to the Treasury?—I am not sure; but we always get authority to print them.

65. Does the order come to you from the Treasury?—Sometimes, but more frequently, perhaps, from the Home Office.

66. Can you imagine such a check established as that each office should be required to submit its orders for printing to the Treasury before they came to you?—That would be a very efficient check. I would greatly prefer having the signature of the Secretary to the Treasury, for a check, to the signature of a Secretary of State.

67. The Treasury, being the only body responsible for the public expenditure, ought, you think, to have a voice in the expenditure incurred by every office?—I have no doubt it would diminish the cost of printing very materially. I have often represented to the Treasury the unnecessary printing which takes place in another way, or by the gratuitous distribution of Reports. There are 10,000 copies of the Report of the Committee of Council for Education printed every year, and it has no sale whatever. If it were left to its own intrinsic merit to sell, not 50 copies would be sold in a year.

68. To what class of persons are those books given away?—I am not exactly acquainted with that; I suppose it is to parties whom they think they get information from. I do not know to whom they are given.

69. Are they given to any applicants?—I do not know. There was a proposal made, that sets of Parliamentary Papers should be given to the College of Surgeons. The Treasury sent that proposal to me, and I said to them, "If you give them to such a body, you will have to give them to all medical institutions throughout the empire; and if you do this, the expense will be enormous." The Treasury did not agree to it; and, for the same reasons, I hope they will refuse to supply them to Mechanics' Institutes; they are very soon met with in the waste paper market.

70. You are not employed in the Stationery Office in the circulation of those papers,

papers, are you?—No, we send them to the office ordering them, and they do what they like with them.

71. As regards commissions, some of them unpaid commissions, do they send you orders for printing, or do the orders come through the Treasury?—If the commission be connected with the Home Office, which most of those commissions are, it gets its orders for printing from it. If the commission were connected with any matter of revenue, they would get their orders most likely from the Treasury.

72. Are they very careless as to the quantity of printing ordered?—They seem to me to be so voracious, that I should not be surprised at any excess in that way.

73. Suppose gentlemen are appointed to act upon an unpaid commission, and they take a great deal of evidence and make a report, to call upon those gentlemen at the close of the inquiry to sift the evidence, and say what shall be printed and what not, is perhaps more than can be expected, and in consequence, probably, they generally print the whole of it without any scruple; is not that so?—I do not see how you can overcome that difficulty. I will give the Committee an instance of what I would call the abuse of printing. It occurred in the Wine Duties Report, by a Committee of the House of Commons. If you look into the Appendix to the second volume, you will see a table of 234 pages of what is called "Vattings of Wine in the different Docks." There is not, I believe, a sane person in the empire who ever read one line of it, or ever will. But though perfectly useless, it occupies 234 pages, and 1,750 copies were printed and circulated at the public expense.

74. *Chairman.*] What would be the cost of that table?—I could not say offhand what it would cost, but it would be a pretty large sum.

75. What is the cost of printing the 10,000 copies of the Minutes of the Committee of Council on Education?—I can supply that statement.

76. Mr. *V. Smith.*] The paper to which you refer was probably printed by order of the Chairman of the Committee?—It was printed by the Committee, and inserted in its Appendix.

77. Having been handed in to the Committee, it was printed *en masse*?—Yes, but it throws no light upon anything whatever that any one would care to know; they might as well have got a return of the names of all the different Customs officers, and the hours at which they came to the Custom-house, and when they went away.

78. Mr. *Greene.*] When you suggest the necessity of the signature of the Secretary to the Treasury, that would only apply to the works to be printed, and the number of copies of them, the basis upon which the printing would be done being settled before?—It would only be as to what should be printed, so as to authorise the printing.

79. And the number of copies?—Yes, I should not object to that; he would very seldom abuse his power.

80. In the return which Lord Seymour has mentioned, will there be included a statement of the basis upon which the cost of the Stationery Office printing and the cost of the Parliamentary printing rest?—I considered that Lord Seymour wished to obtain a statement showing the actual cost of printing at present or for the last year, perhaps, and what that printing might be executed for.

81. Would the fixed charges upon which such printing is based be stated in that return; for example, under the Stationery Office 6 *d.*, plus five per cent., is paid per 1,000 letters, and 6 *d.* an hour for corrections?—Everything will be stated in the return which you wish to have put into it. The printing for the House of Commons, by Messrs. Hansard, is regulated by what is called a trade scale. He gets so much for setting up 1,000 letters of different sorts of type, and he gets so much per sheet, or per ream, for press-work, and so much per hour for corrections. He gets about 19*s.* for composition, whereas our contract printers, under our new contract, get from 12*s.* to 15*s.*; he gets 9*s.* for press-work when they get 4*s.* 9*d.*, and he gets 1*s.* an hour for corrections when they get 6*d.* plus five per cent.

82. *Chairman.*] When there are tables to be printed that adds considerably to the cost, does not it?—It does; that will be seen in the contract for printing which I have put in.

83. You spoke of the printing for the Committee of the Council of Education;

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Education; there are a good many tables in their books, are there not?—There are.

84. Are those tables printed by Messrs. Eyre & Spottiswoode?—They are; under their contract.

85. Are they printed on a cheap system?—They are printed as low as they can be printed; but I cannot help thinking that it is a waste of money to print them at all.

86. Mr. *Greene.*] You have had a correspondence with the Treasury within the last few years relative to the changes suggested by you; can you put in that correspondence?—That correspondence belongs to the Treasury; I should be very glad that the Committee had every letter I have written on this subject, but they belong to the Treasury, and not to me.

87. *Chairman.*] Can you state to the Committee whether, when you receive an order for printing, that order specifies the form in which the printing is to be done, both as to volume and as to type?—Sometimes it does not specify anything about that; and if it do not specify anything about it, we print it according to the form in which the previous paper of the same sort has been printed. Gentlemen, I believe, are now allowed to print in folio, royal octavo, or common octavo, just as they like.

88. Does it make much difference in the cost whether they print in folio, in royal octavo, or in small octavo?—That depends upon the types which are used; if you use the same types, printing in folio is decidedly cheaper than in any other way whatever; if you use octavo type, and the octavo page, octavo would be cheaper; but if you use the same types the printing in folio is the cheapest of any form.

89. Do they use the same type usually?—No, they do not use the same type, because the octavo page being less broad than the folio page, you can use smaller type; but you would obviate that difficulty, and preserve the advantages of the folio size, if you ordered all evidence to be printed in double columns.

90. You would keep the folio size with octavo type and double columns?—That would be the way that I would recommend.

91. That would be the cheapest form of printing?—Decidedly.

92. It would be, upon the whole, cheaper than printing with octavo type in octavo volumes?—Distinctly; there is a very great advantage in the folio size as regards tables; it avoids, also, what is a very inconvenient and costly thing, namely, folding. If you use double columns, the folio would be decidedly cheaper than anything else.

93. Mr. *Greene.*] Do not you think that one size of octavo might be selected; at present three or four different sizes are selected?—One size no doubt might be selected.

94. Allowing a large portion of the printing to be done as it is now, in folio, might not a general size be adopted for octavo printing?—No doubt about it; you might adopt any size you like; that is a matter which other people settle; I have no control over it.

95. From what party do you suppose the suggestion should emanate that papers should be printed in royal octavo?—I do not know; I would not make any suggestion of that sort. I think it is better to print them in folio.

Thomas Vardon, Esq., called in; and Examined.

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96. *Chairman.*] YOU have held the office you at present hold for some years, have not you?—Twenty-eight years.

97. And you have been within that time conversant with the printing for the House of Commons?—Since the year 1835, I have assisted The Speaker in managing it.

98. Has the cost of printing for the House of Commons much increased?—No; it has decreased.

99. It has decreased since some regulations were made controlling it, has not it?—Since the year 1841 it has decreased.

100. There is a return of the cost of printing from 1841 to 1848; is there any continuation of the return from 1848 up to the present time?—Not at present;

present; it could be made up. I have seen it in manuscript, because the Printing Committee have it before them for every year.

101. Since 1841, you say the cost of printing has considerably diminished?—It has considerably diminished in figures, but there are some little sets-off which would require explanation; some of the printing has not been done by us which used to be, which has caused some portion of the diminution; but the regulations of the Printing Committee have considerably reduced the cost of that which has been printed under our control, apart from all other causes.

102. There has been a reduction in the quantity of matter printed, has there not?—Yes.

103. Has there been any reduction in the cost of the printing?—A considerable reduction. In the year 1849, after consulting with the House of Lords and with the Treasury, there was a proposed change in the future payment for Parliamentary printing, which was based upon a table of wages paid by the printers, and recognised and in universal use by the trade, upon which the profit allowed to the printers of the two Houses was 50 per cent., and it was agreed, after much correspondence, and examination, and pressure upon the printers, who entered into the attempt to economise the expenses, that this should be gradually reduced from 50 per cent. to 20 per cent., taking off 10 per cent. per annum each year upon the amount, till it had reached that minimum profit. We achieved that this year. Therefore, the profit now received by the printers of the House of Commons, and which corresponds with that which is settled also by the House of Lords, is 20 per cent. upon the scale of prices admitted as those upon which it should be based.

104. When that arrangement was made, was there any investigation of the trade prices?—We examined the several printers in the Printing Committee in reference to the prices at which work was performed for the trade generally, and for private speculations also.

105. Comparing the price paid by the House of Commons for its printing, with the price paid by the trade, does the House of Commons pay a larger or a less amount?—It does not pay a larger amount; in some respects it pays a less amount; it pays a much less amount than is paid for printing by private speculators, and it does not pay a greater amount than is paid between publisher and printer in the trade.

106. The Committee has heard that there is a considerable difference in the price paid for printing to Messrs. Eyre & Spottiswoode, and the price paid for printing to Messrs. Hansard; are you aware of that?—That has not arisen till within the last two years; the printing for each House of Parliament was conducted under its own regulations upon a basis of equality of profit and charge, and the King's printer also enjoyed the value of his patent as printer to the Crown. When this first reduction, or proposed reduction, took place, in which Mr. Lefevre, the Clerk of the House of Lords, and I, for the Speaker, acted in concert, we reduced the profit to the present 20 per cent. At that time Messrs. Clowes were the contract printers (and indeed their contract is not quite worked out yet) for all the extraneous public printing which took place. Messrs. Eyre & Spottiswoode only succeeded to their present contract in the year 1851; till then there was no discriminating price.

107. Referring to the form of the estimate I will take Estimate No. 2, in the Estimates for Civil Services; at the end of that head of the estimate called, "Salaries and Expenses of Public Departments," there is a vote taken always for what is called printing and stationery; in that vote I see first of all, "Houses of Parliament: House of Lords, 800 *l.*; House of Commons, 3,000 *l.*; printing and paper for printing for both Houses, Reports and Acts, 99,000 *l.*;" will you explain to the Committee the first head of 800 *l.* for the House of Lords?—That has nothing to do with printing; that is for stationery; pens and papers, &c., &c.

108. That head of 3,000 *l.* for the House of Commons is of the same kind?—Yes.

109. Then we have, under the following head, 99,000 *l.* for printing?—That 99,000 *l.* I apprehend is the Stationery-office supply of the whole of the paper to the contract printers, to the House of Lords printer, and to the House of Commons printer, upon which all the publications of the Houses of Parliament are printed. It includes the House of Lords printer, Hansard's for the House of Commons, and the Votes of the House of Commons, and I suppose also

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also what is called Parliamentary printing here, every paper presented by Command. It says, "Printing for both Houses, Reports and Acts:" that would include the expense of printing Acts of Parliament by the Queen's printers, because we print no Acts ourselves; they are printed by patent. The House of Commons printing bill averages about 30,000 *l.* a year, taking in everything which is under the control of the House of Commons itself.

110. What is actually under the control of the House of Commons?—The Votes, the Journals, Accounts and Papers ordered to be printed by The House, Reports of Select Committees, and Public Bills.

111. Going through those five different heads, is there any return showing exactly what the cost of the Votes is?—We have that in a separate account.

112. The Journals?—That is also in a separate account.

113. Accounts and Papers would be with the Reports?—With the Reports of Committees, but the account could be made up separately for the Committee.

114. And so as to the Reports of Committees?—Yes.

115. It would be necessary in giving that account to state the average number of each which have been printed?—Yes, for the last three or four years.

116. Mr. *V. Smith.*] The number printed is always the same, is not it?—No, as regards Papers it is nearly the same; we print the minimum number, but Bills are liable to be called for by Members for distribution; and the Printing Committee laid down a rule, that instead of 1,500 copies, which used to be printed, we should print from 1,000 to 1,250, and whenever more were wanted, the exception should take place by an appeal to the Speaker, stating the reason why.

117. *Chairman.*] Those five heads of printing amount to 30,000 *l.* a year?—Yes, in round numbers.

118. Does that include the paper?—No.

119. The additional printing which is there charged is the printing of Papers which are laid before Parliament?—Papers presented by command and Commissioners' Reports.

120. Mr. *V. Smith.*] When you speak of 30,000 *l.* a year, is that taking into account the deductions which arise by the sale of Papers?—No, it is the gross amount of the bill; the bill is always submitted to the Speaker at the end of every Session, and it is always checked by me.

121. Where does the deduction for the sale of Parliamentary Papers appear?—In the sessional account of Messrs. Hansard, the amount is carried to account by way of deduction from the money which they receive.

122. *Chairman.*] Can you state the aggregate weight of the Parliamentary Papers for one or two years back?—Taking 1852 as an average Session, it would perhaps amount to two hundred weight.

123. You said that the expense of the printing which is under the control of the House of Commons has diminished of late years?—Considerably.

124. As regards that which is called Parliamentary printing, but which is not under the control of Parliament, has that diminished or increased?—It has considerably increased; a return was laid before the Printing Committee last year showing a detail of the 20,000 *l.* a year paid for the miscellaneous printing, in which a list of the Papers was given, which Return could be continued. It comprised a list of all the Papers printed by command, the number printed, and the number distributed, and the total expense of them; I think the average was 20,000 *l.* a year.

125. Mr. M'Culloch has stated that one mode of considerably reducing the cost of printing would be to print in folio, with octavo type, and to print in double columns; do you think that would be objectionable?—That resolves itself into a matter of taste. It would take less paper and not less printing. The question would be how far The House would like to use it in that shape. The composition would cost as much, which is the main item of expense, but there would be a great deduction in the quantity of paper used.

126. At present we print both in octavo and in folio?—Yes.

127. And we print in different sized octavos, do not we?—On the few occasions when we depart from the usual folio size, we print in royal octavo; but papers are sometimes presented to Parliament by Command in different sized octavos, but they have been always kept within such a margin that the type could be fitted on to a folio page without the necessity of re-setting.

128. Who

128. Who determines whether a paper shall be printed in folio or royal octavo or small octavo?—It is generally done at the wish of the individuals applying. Sometimes there has been a great pressure on the Printing Committee. For one or two Commissions in which Lord Shaftesbury was engaged, the Lunacy Commission and the Board of Health, he got leave that they should be printed in the shape which he wished, provided they were kept within such a margin that they would not cost more in that way than in the other.

129. Generally, is the form now adopted folio or octavo?—Folio.

130. Did not a Committee recommend some years ago the adoption of the octavo form?—One year the Speaker tried the octavo form, but the Reports soon ran into volumes, and that was found to be inconvenient. Then, also, it was found impracticable to deliver the daily evidence to Members of Committees in that shape. Members, again, objected to a smaller type being used in octavo than that which they had been accustomed to in folio. There were, in fact, a variety of objections, which disturbed the attempt.

131. When a witness has been examined before a Committee his evidence is sent to him in type to correct?—Yes.

132. That type afterwards is the type in which the evidence is finally printed?—Yes, the type is kept standing.

133. If the evidence were printed in double columns, and in the octavo form, would it not be an inconvenient form for the witness to correct it in?—Yes, and a more expensive form. If the printing is plain and straightforward, the whole advantage of the economy, leaving out the smallness of the type, would come to our account, but the moment you allow papers to be so printed, which have to be altered by other persons, the compositors' charge for breaking up the type multiplies by the number of pages which are made. If there are alterations and changes, the expense of the corrections soon brings up the cost to an equality with the folio printing, because every time a sentence is added, or a line put in, it disturbs several pages instead of one, and opens the presses again.

134. Mr. *Greene.*] You mentioned that Messrs. Hansard's profits for printing Parliamentary papers had been reduced from 50 per cent. to 20?—Yes.

135. Will you state the fixed charges upon which that 20 per cent. is based?—The figures are founded upon the trade's scale of wages, recognised in the trade generally, and mutally agreed to by the masters and the men.

136. Can you put in a statement of those fixed charges?—Yes; and perhaps the comparison between the two scales will go far in explanation of the difference of expense between the Parliamentary and contract printing.

137. The item of corrections, which you have referred to as being an expensive one, is a charge of 1 *s.* an hour, is not it?—It is.

138. The trade prices are 6*d.* an hour?—That is a comparatively small item; but I conceive the printer's payment to his workman would not be confined to 6 *d.* per hour, inasmuch as much of the work is done at those hours which entail upon them an extra outlay; but we have reduced the profits upon the work performed by them.

139. When did that diminution take place?—Three years ago.

140. Mr. M'Culloch has a check over the whole of the accounts, has not he?—Yes.

141. He should be perfectly conversant with the expense of Parliamentary printing?—Yes; the whole of the account, signed by the Speaker and the clerk of the House, after examination by me, goes to Mr. M'Culloch; we examine every paper which is issued, and put our names to the fact; and those papers are submitted to the examiner of printed documents.

142. Messrs. Nichols, who print the Votes, receive a higher remuneration, do not they?—No; they are at 20 per cent., too, now, with, I believe, some allowance for night-work.

143. Their charges have been reduced to the same amount as Messrs. Hansard?—Yes; they submitted to a gradual alteration of 10 per cent. per annum. It began three years ago, and was completed this year.

144. Mr. *V. Smith.*] That was effected in consequence of the Report of the Printing Committee?—Yes; the Printing Committee agreed that the Speaker and Mr. Lefevre should be put in communication with each other, and we should try to reduce the printing of the two Houses of Parliament, in communication with the Treasury, down to the minimum price which it was thought fair to all parties to establish.

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145. It is, generally speaking, the Treasury, and not the Printing Committee, who check the expenses, is it not?—They pass the account, as charged in accordance with the rate of payment regulated by The House. When the accounts are made out, I sign for the fact of the printing being done, and its being ordered by The House and by the Speaker. Sir Denis Le Marchant and the Speaker both sign that document; it is then handed in to the Treasury. Every paper which is printed is carried to them, with the series of sessional numbers, and it is checked from No. 1 down to the last sessional number, and every paper is shown at the Stationery Office before the charges are allowed to pass.

146. Neither of you interfere with the expense of printing further than that?—No further than that, so far as the printer's account is concerned.

147. The only authority the Printing Committee exercise over the expense of printing is that of endeavouring, as far as possible, to shape the returns moved for by the Members into the most economical form?—Besides deciding on what shall be printed, and what accounts abstracted, the Printing Committee have advised with the Speaker in regulating the charges.

148. Do Members of the House of Commons communicate with you generally upon the nature of the returns they move for?—It has been ordered by several Committees, from the year 1835 down to the present time, that it should be so, and it is generally done. It was supposed that by making the regulation that no return should be moved for on the same night it was proposed, an opportunity would be given of seeing the Votes the next morning, and of a communication being made with the Treasury or the Home-office, for the purpose of ascertaining whether the returns were or were not already before the House, or whether they should or not be made in the form which was proposed.

149. If Members were generally willing to submit their returns, previously to moving for them, to some authority who should say whether they were already before the public, or how they could be best modified with a view to economy, would not that cause a great saving to the public?—A very great one; the greatest saving which you can effect is by preventing the printing of unnecessary documents.

150. If some authority, similar to the Printing Committee, could be established in the House, which should have the power of saying that any proposed returns might be found elsewhere, or might be obtained in a shape more suitable for presentation to the public, you think that is a control which could be advantageously exercised for the purpose of economy?—For more than the purpose of economy; it would increase the value of the papers themselves to an indefinite extent. If The House gave any Committee such authority, it would be doing the greatest possible service.

151. The manner in which they are moved for now not only adds to the expense, but tends to the confusion of the public papers?—Quite so.

152. Mr. *Greene.*] Who has the appointment of the Parliamentary printers?—The Speaker.

153. He has perfect authority to change them from year to year?—He continues the appointment of them every Session; that appointment is continuous, and has been held by the present firms for several generations: it is during good conduct.

154. Did not the Committee which is appointed to assist Mr. Speaker in the management of the printing of the House of Commons, interfere in reference to the cost and the fixed charges, and was not it in consequence of that interference that the reduction you have mentioned, from 50 to 20 per cent., took place?—The Committee of 1850 held communications with the printers, and examined their charges, with a view to their reduction; Mr. Vernon Smith was an active Member of that Committee.

155. Was not the Committee of 1848 appointed to inquire whether the old system of engrossing Bills should continue?—The Committee on the Engrossment of Bills was a separate Committee.

156. Mr. *V. Smith.*] Has the amount of the proceeds of the sale of Parliamentary papers increased of late?—It has increased.

157. Can you state what the preference of the public is, as regards the shape in which papers should be printed?—It has been tried in octavo, but perhaps scarcely sufficient for any conclusion to be arrived at; the motive that was always

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always pressed upon us by one Commission, which was very anxious to have the octavo form, was the convenience of sending its publications abroad by post in a smaller shape than folio, which was found inconvenient in posting.

158. Has the result proved that plan to be a desirable one?—No one else has had such a power of circulation as they had.

159. Mr. *Greene.*] Do not the public give a very strong evidence of their preference for a particular size in buying "Chambers's Journal," and would not it be desirable to adopt that particular form of octavo?—The purchase by the public of a popular journal is hardly any criterion for the size of Parliamentary papers. The difficulties respecting size really resolve themselves into this: there might be many papers which would be more convenient in one shape than another; but when you have a series of 2,000 volumes already printed in one shape, they form a large library of Parliamentary documents in themselves, and the question always arises whether the value of the change is equal to the inconvenience of breaking in upon such a series of Parliamentary Papers.

160. If the octavo form is adopted, might not some one description of octavo be selected and adhered to?—Certainly; "Chambers's Journal" is of the same size as "Hansard's Debates;" that is the royal octavo.

161. Do not you think that would be a most desirable size to be selected?—I think it a matter of doubt. The evidence of the printers has been taken this Session in a Committee of the Lords, who spoke strongly as to the inconvenience and delay which would unavoidably arise by printing in that form, and that is a point of very serious consideration in printing for this House.

Martis, 27° *die Februarii*, 1855.

MEMBERS PRESENT.

Mr. Greene.	Lord Seymour.
Mr. Gregson.	Mr. Hankey.
Mr. Wilkinson.	Mr. Crossley.
Mr. Thornely.	

LORD SEYMOUR, IN THE CHAIR.

John Ramsay M'Culloch, Esq., was further Examined, as follows:

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162. *Chairman.*] WHEN you were last examined, you were asked respecting the different general heads of printing for the public, and you stated that one was the printing for the Houses of Parliament; that another was the printing for Commissions; and that another was the printing for different departments of the Government, what you called the "Job-work Printing"?—Yes; the job-work printing comprises printing for all the different departments of Government; it is that sort of printing which is in the shape of returns, headings of ledgers, tax papers, and circular letters, and forms of all sorts; it may be for any department of the Government; it is principally for the War Departments and the Navy; the Inland Revenue, the Post-office, and the Customs; those are the chief departments, but it may be required for any department.

163. Has that class of printing increased largely of late years?—It has increased very largely indeed of late years; it is a very large branch of printing; at an average, I may say that the job-work printing bills may amount to 12,000 *l.* or 13,000 *l.*, or perhaps 14,000 *l.* a year; and I should think that the paper would be about two-and-a-half times that amount; that it would cost from 25,000 *l.* to 30,000 *l.* a year; it is a very large and important department of the printing.

164. The largest portion of that expense is the cost of the paper?—Yes; the

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the bills for printing would be from 12,000 *l.* to 14,000 *l.* a year, and the paper about from two to three times that amount.

165. As regards the purchase of the paper, we understand that it is obtained by contract?—It is obtained by contract annually made, after advertisement in all the newspapers. I do not think it is possible that the paper could be supplied in a better way than it is now supplied. It is an article very well suited to be contracted for, because it is an article that we can test. We can easily judge of the quality when it is sent in; and in the event of a contractor sending in any paper that is inferior to the sample, and not fit for our purpose, we can, in nine cases out of ten, buy an article that will answer for the service in the market at the same time; so that we are not obliged to take an inferior article in the event of his not supplying the proper article.

166. You mean that, if he fails in his contract, you can go into the market and supply it at his expense?—Yes; if it costs any more than we have contracted for, we charge him the difference.

167. Then as regards the larger item, namely, the cost of the paper, you think that no material reduction can be expected?—None, except a reduction in the price of paper itself. I could not suggest to the Committee any plan by which the paper could be got better than it is got now. We have a very efficient examination of it. I do not think anything can be better suited to the system of contracting than the article paper. But there are many things that we contract for that are totally unsuited to a system of contract. I think we have carried the system of contract in the Stationery Office to an extreme extent, and I have stated that over and over again to the Treasury.

168. Will you state what are the articles with respect to which you think that the contract system is disadvantageous to the public?—I think it is so with respect to this very article of job-work printing. We have a contract for that for five years, which expires in June this year. If I were managing the Stationery Office on my own account, or if I were farming it from the Government, I would not enter into another contract for the job printing work. It is impossible to carry out a contract for such a thing. I have brought here some forms by which I think that may be clearly demonstrated to the satisfaction of the Committee. I have brought some specimens of the sort of work that is done under the contract.—(*Producing the same.*)

169. Mr. *Gregson.*] Is all this job-work?—This is all job-work; there is a vast amount of such work; there are millions of these things every year. There are many thousand forms of different sorts; these are merely a specimen of them.

170. These are specimens of forms used in the different departments of Government?—Yes. In the War Department alone there are about 1,200; in the Post Office perhaps as many, or more; in the Inland Revenue there are a vast number; and in the Customs a vast number; all those are contracted for.

171. Are those permanent forms, or are they being altered constantly?—They are altering many of them from day to day; some of them remain permanent for a longer or shorter period; but in the Customs and in the Inland Revenue, and in the Post Office, they are frequently altered. In the Customs, when a tax is altered, or a new tax is imposed, or any new mode of collecting the revenue is introduced, then all the forms must be changed too. Last Session all the forms with respect to the Income Tax had to be changed. Then the country has to be saturated with those forms.

172. How do you arrange with the contractor so as to meet those various changes required by the departments?—I think no contractor can execute the work that we throw upon him. For example, we send an order for a million or a couple of millions of forms to be done in a very short period. We had the other day an order sent to get forms for the War Office, and books and printed papers and other things, all to be done in a great hurry; it was quite impossible that the contractor could do it in the time, and I took upon myself to divide the order into four parts: I gave one part to the contractor, and I gave each of the other three parts to different respectable tradesmen, up and down the town, and sent it to them. Otherwise it was out of the question that the thing could have been done in time by one individual. It was executed in that way; but I broke through the rules of the office in doing it. I laid myself open to rebuke from the Treasury; but they were good enough to approve of what I had

I had done. Now that is occurring every now and then. But then the Committee will observe, that that is not the worst of it when we have to deal with a contractor. For example, we get an order to have some 20,000 or 30,000 forms ready by a given day. The order is given to the contractor, and when he sends them in, it may happen that those forms are in such a discreditable state, that they ought to be rejected; but it is not in our power to reject them, because we cannot go into the market and buy them. We must have them immediately. Therefore he may employ apprentices and inferior workmen to get up those forms, and we cannot reject them. The Committee will see the sort of things we are obliged to take by looking at some of the specimens before them. And these are not the worst, for we have rejected the worst. But it is discreditable to the country to have such forms sent out as some of those before you.

173. Mr. *Greene.*] I understand you to say that the party who has the job-printing entered into a contract; was it an open contract given to the lowest bidder?—Yes. That is one of the things that I object to *in toto*. If you take the lowest bidder in a contract, you often, in the end, take the very highest bidder. In taking a contract, you ought to have reference, not to the mere prices offered, but to the character and wealth and capacity of the men that bid. I have found, in my experience in the Stationery Office, that very often indeed the lowest contract is in the end the dearest. The forms now before the Committee are anything but cheap.

174. You think that there ought to be an alteration in the system of contract, and that you should have a controlling power as to whether or not you should make a contract with the lowest bidder?—If I were to go to the Lords of the Treasury, and make a representation to them, that they had better take one man, or another man, perhaps they would do so; but that is a disagreeable thing to do; and I do not think it is a duty that ought to be thrown upon any officer. They would, of course, examine you about it, and ask you, What are the objections to this man, or that man? If a gentleman were employing tradesmen, there might be many whom he might think were improper or unfit persons to employ, yet he might not be able to state any objection to them in a court of justice, upon which a jury of indifferent people would lay much stress.

175. *Chairman.*] You say that you take the lowest tender; is there any absolute regulation, on the part of the Treasury, that you shall, in all cases, take the lowest tender?—Yes; that is one of the rules of the Stationery Office.

176. Are you aware that yours is an exception to the general rule of public departments, which exempts them from being obliged to take the lowest tender, if there is good ground for not doing so?—I am aware of what your Lordship states; but by the constitution of the Stationery Office, drawn up by Sir Alexander Spearman, it is laid down as our law that we shall take the lowest tender. In two cases only have I induced the Treasury to depart from that rule; one of them was in the adoption of Messrs. Eyre & Spottiswoode to be contractors for our book-printing work, instead of another party, whose offer was a little lower than theirs. I represented it to the Treasury, and they agreed to my recommendation. After I had done that, there were notices of motions in the House of Commons in respect to this matter for about two years; and I do not think I shall ever do anything of the same sort again. There was only one other case, and that was with respect to the supply of carts and waggons to the Stationery Office. A person whom I thought incompetent for the work offered to furnish them for 25 *l.* a year less than Messrs. Pickford; and although I am not in the least acquainted with Messrs. Pickford, yet I knew that, under their previous contract, they had done their work admirably well; and I suggested to the Treasury that, the difference being only 25 *l.*, I was satisfied that it would be much the cheapest in the end to continue Messrs. Pickford; and, after much correspondence, it was agreed to.

177. You state that in one case you recommended Messrs. Spottiswoode in preference to a lower tender; when was that?—About three years since.

178. What difference was there between Messrs. Spottiswoode and the lowest tender?—There was 1 ½ per cent. difference; I am sure it has been made up a hundred times already, for we have got honourable and respectable men, with a large capacity of printing, who are able to do any quantity of work, and whom we can trust.

 179. That

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179. That was a contract made with Messrs. Spottiswoode about three years ago?—Yes.

180. Have you, since that, made any other contract with Messrs. Spottiswoode?—We have made a new arrangement recently. There is no contract, in fact, now; but they execute the printing for the House of Lords under a certain arrangement effected many years ago, before I had anything to do with the Stationery Office. Their charges were made in the same sort of way in which Mr. Hansard's charges are made against the House of Commons. I thought that both the one and the other were a great deal too high, and that they should be reduced. I stated that over and over again to the Treasury, who also thought that they were much too high, and in the course of the last year a reduction has been effected. Messrs. Eyre & Spottiswoode have agreed to reduce the printing for the House of Lords to nearly the same level of cost at which their contract-printing is performed. That is an arrangement made within the course of the last few months.

181. Can you give the Committee any notion of the saving effected by it?—The saving will be at least from 30 to 35 per cent. upon the amount of their bills previously. Supposing that the bill for the printing for the House of Lords had been 9,000 *l.*—(it is not so much as that)—it certainly, under the new system, will not be above 6,000 *l.*, supposing the work to be the same.

182. Mr. *Greene.*] Is not the cost of the Stationery Office printing 6 *d.* per thousand letters, plus five per cent.?—No, it is not; it is not based upon that hypothesis at all; we have nothing to do with the number of letters, because we do not go by the Trade's Scale. In printing, according to the Trade's Scale, which Mr. Hansard goes by, he has 6 ½ *d.* for the thousand letters. But we do not adopt that in our contract system. We pay so much by the sheet, and so much by the page. The cost of setting up the letters is but a small part of the cost of printing. You have the cost of the press-work, and you have the cost of the corrections after that. Now these are not to be mixed up with the cost of setting up the letters, or the cost of composition. The House of Commons pay at this moment to Mr. Hansard twice as much for press-work as we pay to Messrs. Eyre & Spottiswoode, as printers for the House of Lords, under the new arrangement. The House of Commons pay 1 *s.* an hour for corrections, and we pay Messrs. Eyre & Spottiswoode, under the new contract, less than 7 *d.* an hour in printing for the House of Lords. There is not any very great difference between the cost of composition in their contract and the cost of composition as it is now charged by Mr. Hansard.

183. *Chairman.*] In the Paper now handed to you, there is a statement of the cost of Mr. Hansard's printing, as compared with your contract prices; will you read that?—"Return of a Scale of the Rates of Wages paid for Composition and Press-work by the Printer to The House of Commons, and upon which the Printer's mode of calculation for his per-centage Charges is based, compared with the Prices allowed for similar work by the Contract Schedule."

184. Will you read the first column?—It says, "Compositors' wages by trade scale: Plain, at 6 ½ *d.* per thousand; Tabular, at 9 ¾ *d.* per thousand; Table, at 1 *s.* 1 *d.* per thousand."

185. Does not that mean 6 ½ *d.* per thousand letters?—Yes.

186. Then, although they do not enter into a contract upon that system, yet their scale of charge is based upon some such calculation?—I have no doubt their scale of charge is based upon that; and in the same way that they pay for the setting up of a paper at so much per thousand letters, and so much for tabular work, and so much for half tabular work, and they are now allowed 20 per cent. upon that; but then they charge for press-work, and for corrections, independently of this.

187. In your arrangement lately made with Messrs. Spottiswoode, you have not based your agreement upon any scale of charge such as that which is given in that column?—Not at all.

188. But you have based it upon some such scheme, and you have reduced the cost of printing 30 per cent., as compared with what it was before?—More than 30 per cent.; but the charges for composition have been comparatively little affected. The greater reductions have been in press-work and in corrections. There has been also a considerable reduction in composition, but nothing like what it has been in the press-work and corrections.

189. Is

189. Is there any peculiarity in the printing for the House of Commons which makes it necessary that the House of Commons should pay a larger sum in proportion than what is paid by the House of Lords?—No; on the contrary, I think that the House of Commons' printing should be done for less, comparatively, than the printing for the House of Lords—for this reason, that the House of Lords print generally short numbers, so that the printers have very little profit out of press-work; whereas the Commons print generally long numbers, hardly anything less than 1,000; very often 1,750, and often 2,000, 3,000, or 4,000.

190. You have stated that this reduction in price amounts to a comparatively small sum in the printing for the House of Lords, because that printing is not so voluminous; but can you state what would be the difference in the cost of the printing for the House of Commons if we reduced it 35 per cent.?—I have a statement here which shows that if the printing for the House of Commons for Session 1852 had been charged at the same rates of charge that are now to be allowed to Messrs. Eyre & Spottiswoode for printing for the House of Lords, it would have been reduced from 19,700 *l.* to 12,675 *l.*, making a saving of about 7,000 *l.* That does not admit of argument or discussion at all; it is a dry fact.

191. Mr. *Gregson.*] Does Mr. Hansard make out the charges now at the same rate as he did in 1852?—Precisely the same, except that he was formerly allowed a per-centage of 50 per cent. upon composition and reading, and that has been reduced now to 20 per cent. on composition; but that did not affect his charges for press-work or for corrections in the slightest degree.

192. Mr. *Hankey.*] Does Mr. Hansard execute any of the printing for the House of Lords?—Mr. Hansard does no portion of the printing for the House of Lords, except some small portion of it connected with Reports, under an arrangement made when a change was made with respect to the printing of the Bills. Mr. Vardon can explain that.

193. *Chairman.*] The Select Committee upon Printing in 1850 (the last Committee which sat upon Printing), resolved that Messrs. Hansard and Messrs. Nichols, the respective printers, should reduce the profit charged on composition and reading from 50 per cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year 1851; has any further reduction been made since that time?—It has been further reduced to 20 per cent., and that is the only reduction which has been made.

194. That reduction produces no saving comparable to what would be produced if we adopted the prices paid to Messrs. Spottiswoode?—No such reduction: it is the merest trifle imaginable.

195. Mr. *Wilkinson.*] The composition is the smallest proportion of the work?—Yes.

196. Mr. *Gregson.*] Has Mr. Hansard a contract?—No.

197. Can we terminate the arrangement at any time?—It can be terminated at any time. I suppose that, according to the usual rules of men of business, it would be necessary to give him a year's notice, or something of that sort; but he would be very glad to adopt Messrs. Eyre & Spottiswoode's terms. I have not the pleasure of knowing Mr. Hansard; but I feel quite sure that, as a man of business, he would be very glad indeed to go on upon Messrs. Eyre & Spottiswoode's terms rather than lose the work.

198. In fact, that is what you recommend to be done?—Yes. I am all but certain that he would be very willing to do the printing for the House of Commons at the same charges at which Messrs. Eyre & Spottiswoode are to do the printing for the House of Lords; at all events the latter would be glad to do it.

199. *Chairman.*] I understand you to say that you are of opinion that it would be fair to offer Mr. Hansard to pay him at the same rate that the House of Lords pay Messrs. Spottiswoode?—Yes; I think that would be a very fair arrangement. I do not see how, in justice to the public, you can well go much beyond that.

200. Has printing of late years been reduced in price, or is it the fact that we have always been paying an extreme price for the printing for the Houses of Parliament?—I am not aware that the cost of printing has decreased of late years; it has been remaining, I suppose, about stationary.

201. Then, in fact, we have been paying so large a price that we have been

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giving what may be called a great boon to Messrs. Hansard for many years past?—In point of fact, you have been paying Messrs. Hansard for a number of years past, over and above a very fair profit, an annuity of from 5,000 *l.* to 7,000 *l.* a year.

202. Mr. *Gregson.*] Is this trade scale of prices a scale with profit upon it?—I should think that all trade scales are scales with profit upon them; but I am not very familiar with them; nor is it necessary to be, as regards this question.

203. When you say that you have reduced the profit charged on composition, &c. from 50 to 20 per cent., that is upon the same scale that was taken before?—Always upon the same scale.

204. *Chairman.*] To return to job-work printing: you stated that the system of contract was not applicable to job-work printing; what system would you substitute for the contract system, with regard to job-work printing?—If it were a business that I was conducting for myself, I would send circular letters, containing forms and prices, to some of the principal printers in town, men of recognised capital and ability, who could do a large quantity of work; and I would say to them, "Here is the job-work printing for the Post Office, or the printing for the Inland Revenue, or the printing for the Admiralty," as the case might be, "What advance, or what discount upon these sums would you work for, in the event of it being sent to you?" I should get answers, saying what would be the lowest which it would be donefor. I would say to the one which was selected, "Well, I will send you this work to execute, as long as you execute it to my satisfaction, but I will make no contract with you; you may be sure that I shall not remove the work elsewhere, or act capriciously, or without good cause; but I will not continue it an hour longer than I see fit; and I will not be bound to send you anything; but I will employ you as long as you execute the work well, and within the specified periods." And I would go through the other offices in the same way, and would have some three, or four, or five job printers. Then, whenever any great pressure came from any cause, such as the imposition of a new tax, or a new organization of the army, or anything of that sort, which may cause you to require hundreds of thousands of forms to be got ready in a fortnight, you could distribute them amongst the printers who did this work; and if any of them should send in a bad article, I would immediately get it done by somebody else, and he would know very well that I never should employ him any more; whereas, now, we are the slaves of the contractors. They know very well that if they send us an inferior article, executed under circumstances of great despatch, in order to be sent to the Crimea, or anywhere, upon a certain day, however badly it may be executed, we have no power to reject it, neither have we power to employ another individual to execute it, because the contractor might say, "You are breaking my contract." We reply, "No; you have broken it yourself; your work is so bad." "Oh, no," he might say, "that is a question for a jury." And to be sure it would be a question for a jury; and I should like to see the sort of justice that the Government would get when you brought a question like that before a jury of printers.

205. Mr. *Wilkinson.*] Is not what you propose, in point of fact, a contract in different terms, according to a schedule of prices; is it not still a contract in a different mode?—Hardly so; I have here a contract that I have made for the production of envelopes; and if I had my own way, I would have all the job-work people employed under similar terms. It is in these terms: "I have to request that, if agreeable, you will acquaint me, on or before the 20th instant, with the prices at which you will be disposed to supply such quantities of special envelopes as may be ordered of you at any time during the 12 months, beginning the 1st September next, and ending the 31st August 1855, under the following conditions." You will observe that the words are, "such quantities as may be ordered of you." I do not bind myself to send them all the orders. Now, to show the advantage of this form of contract, I may mention, that we got tenders from several of the most respectable parties in London, and we took the one that was the lowest, because we were not bound to send anything to him unless he executed the work to our satisfaction. Not long after he commenced he stopped payments, and could not for a while go on. Now, if we had had a contract with him, we should have been obliged to go to his assignees, and incur all sorts of inconveniences; whereas, under this

this arrangement, I was able, the very next day, to order the envelopes to be produced by another party.

206. Mr. *Gregson.*] Do you think that the houses to whom, according to your proposal, your circular would be sent, would think it worth while to keep establishments in sufficient force without having the certainty afforded by a contract?—They have what is equivalent to the certainty of a contract—they have all that an honest man, who means to do his work properly, would wish.

207. Mr. *Hankey.*] Would not that alteration of the system have the effect of throwing the whole responsibility of the price and quality of the work upon the judgment of the Comptroller of the Stationery Office for the time being, and would it not diminish the power of the check now exercised by the Treasury over the prices?—No; on the contrary, it would give a new and infinitely greater check; we have no real check over the prices just now. Generally speaking, we take the lowest offer, however inefficient the party making it may be; and we have frequently no power to reject an article that is sent in, however bad it may be. Under the plan I propose, we should have from respectable parties the lowest terms at which they would do the work, but we should not be bound to them if they did not execute the work well. All the difference would be, that we should say to them, "If you do not supply a proper article, and at the proper time, we shall not deal with you." If any private establishment were to attempt to conduct a great printing business, and supply Forms in the way that the Government does, they would be bankrupt in a couple of years; they could not carry it on.

208. Mr. *Wilkinson.*] Is there not an important difference between a private establishment, and an establishment acting in trust for the public; and although we may be certain that, so long as the present Comptroller of the Stationery Office is at the head of that department, the duty will be performed in a perfectly satisfactory manner, might it not happen that the person to whom the duty was entrusted of judging of the prices and the quality might be open to influence of some sort?—It should not be left to any individual to judge of the prices; the prices are a thing perfectly notorious; I would send all those prices to the Treasury. Under the system I propose, nothing could be done under the rose. At present, if I chose to be a scoundrel, I might have opportunities of cheating the Government. There is nothing that affords such a convenient and safe cloak for public robbery as a contract; I am as convinced of that as that I am in this room.

209. Mr. *Hankey.*] Is not the system which you propose simply another mode of contracting, only throwing the responsibility of the acceptance or rejection upon yourself, instead of determining it by the lowest tender?—No, the difference is this, that supposing I took the lowest tender in the manner I have mentioned, I would be safe, because I could relieve myself the moment the person broke down; but if I take the lowest tender in the way in which we have hitherto conducted our business, I am not safe.

210. Would not your whole object be gained by merely arranging the form of contract, and not pledging yourself to take the lowest tender?—Yes. If you allow me to make the bargain, I would say, "You shall only continue to do our work as long as it is well done." I would keep them all upon good behaviour. That would be sufficient.

211. *Chairman.*] Will you take into your hands the Paper before the Committee: is the form there given the form of contract into which you have entered for all other than job-work?—It is.

212. Is the contract you have entered into for job-work similar to that contract?—It is.

213. Will you read in that contract the words that you see underlined?—"Of all which, the Comptroller of the Stationery Office is to be the sole judge, with fit and proper materials, and in a good and workmanlike manner, to the satisfaction of the Comptroller, or of such person as he may appoint to inspect the work."

214. Does not that give the Comptroller an absolute power in regard to receiving or rejecting the work?—No, in truth it does not. Suppose I receive, as I did about a fortnight since, from the War Office orders for an immense quantity of forms, to be ready to be shipped on such a day, the time being barely sufficient to enable them to be produced: I send to a contractor to get those forms, and he sends them in of a quality that ought to be rejected, and,

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if it were a thing that were optional with me, they would be rejected; but he knows they cannot be rejected; then I say, All this is mere delusion; and under such circumstances this form of contract is not worth the ink with which it is written.

215. Who drew up the form of contract in that paper; was it drawn up at the Stationery Office, or at the Treasury?—I drew it up myself.

216. Before drawing it up, did not you represent to the Treasury that, although you were bound by their general instructions to draw up such forms of contract, yet that these forms were disadvantageous to the public?—I do not know that I represented that this contract was improperly drawn up. It is a book-work contract, and the orders for book-work are not generally required to be so expeditious. I do not know that if I had the thing to do now, I would recommend any alteration in the contract for book-work, that is, for Reports, and things of that sort. My objections only apply to the contract for job-printing. The other things are very seldom wanted with extreme expedition; and, therefore, if they are badly done, you may reject them.

217. What do you call book-work, as distinguished from job-work?—Such as printing Reports of Commissions and Committees, and the Evidence before Commissions and Committees.

218. Then, as regards book-work, you think that form of contract might still be continued?—It may be continued; I would rather it were not continued; but it may be continued; there is not much inconvenience in it; still there might be cases in which there would be inconvenience.

219. You are now speaking of book-work not printed for the Houses of Parliament, because there is no contract with Mr. Hansard?—Just so.

220. There is a contract for the printing for Commissions?—Yes; and Papers presented to the House of Commons by Her Majesty's Command.

221. Until what time does that contract last?—That contract expires in June 1858.

222. Is that contract made upon the low terms upon which you stated that the contract with Messrs. Eyre & Spottiswoode has been made?—That is done by Messrs. Eyre & Spottiswoode upon the terms I have mentioned. In that instance I recommended to the Treasury not to take the lowest tender, but to take Messrs. Eyre & Spottiswoode's, which was not the lowest; and it has been a most advantageous arrangement for the public; we never have had any trouble with them.

223. I understand you to say, with respect to job-work, that you would take three or four persons, instead of one, at certain prices to which they agreed, and you would make it a condition with them that if the work was not done satisfactorily, you would immediately leave them?—Yes; the clauses in the present job-work contract look very stringent; one would think, on reading them, that they would give me all the power that would be necessary; but they give me, in point of fact, very little power, for the things are generally ordered to be got ready with the greatest possible expedition. Somehow or other, in all offices, the thing is put off as long as possible, and then an order comes to get the thing done with the greatest expedition, and there is no time to get the thing re-printed, if the job-work contractor should send in a bad article.

224. But under the present form of contract, would you not, under the clause you have read to the Committee, in case of a dispute with the contractor, have it all your own way, because the work is to be done "to the satisfaction of the Comptroller, or of such person as he may appoint, to inspect the work"?—But I am doubtful whether that would weigh with a jury.

225. Mr. *Wilkinson.*] Is the quantity of printing to be executed pretty uniform throughout the year?—No, it is not at all uniform. That is the great difficulty of the job-work system, that we are liable to have enormous demands come suddenly upon us.

226. Therefore it is not likely that it would be more economical for the Houses of Parliament to print for themselves?—No; I think that would be the very worst possible mode of printing.

227. Mr. *Crossley.*] There is an advantage in dividing it among a number of printers, because the printers employed can get work elsewhere when they have nothing to do for you?—Yes. If it were done in the way I recommend, we should get it more cheaply done; we should get it better done; and the work would be creditable to the country.

228. *Chairman.*]

228. *Chairman.*] Although the system which you propose might work well in your hands, with your well-known views of economy, yet supposing that eventually there should be another Comptroller of the Stationery Office, would not that system leave it entirely in his power to take what persons he chose, and to employ them at what rate of remuneration he pleased?—I should be the very last person in the world to ask any power of that sort to be placed in my hands. For example, supposing I had to make an arrangement for job-printing to-morrow, the way in which I should do it, would be to write to some six great houses in London that I knew could print, for the Post Office for example, and I should say, "At what rate will you print for the Post Office in the event of Government employing you for that purpose?" I should have answers from them all. I should take the lowest of those answers to my letters, and that answer and the others would be sent to the auditors. Under that system I should have no power of selecting, or of cheating the Government of a farthing, even supposing I were inclined to do so. But I would take care, in my letter, to say to the parties, "This printing for the Post Office shall only be continued to you as long as you give satisfaction by the work being done well, and being done within the specified times. If you fail in either of those particulars it will be taken away." Now, supposing I were inclined to defraud, I should have no more power of defrauding than I have now; on the contrary, I should have less.

229. In the job-work printing, are not the forms which are so printed continually being altered?—Yes.

230. What arrangements do you make at present with respect to the re-printing of those forms, when it is rendered necessary by those alterations?—We are obliged to put a note with reference thereto in the contract. We say, "You are to be paid for setting up this form, and you are to alter it as it may be required during your contract." If a new form be made, of course he is paid for re-setting it.

231. For example, an alteration of the Income Tax Rates would require a considerable alteration in the form?—That requires a new form.

232. And a great many of them have to be distributed through the country?—A vast many.

233. Mr. *Crossley.*] Do you judge of the work yourself, or do you entrust that to some one else?—I do not pretend to judge of that. We have competent people to look after it.

234. Is there no fear of the parties, who would have to examine the work, giving an unfair preference to some person over another?—Every arrangement may be open to some objection. There is danger now that the parties whom you appoint to examine the work may receive inferior work. We have very large quantities of paper coming in that has to be examined by examiners, unless they be honest men and are sharply looked after, they have great room for defrauding. In every arrangement that you can make you are haunted with that difficulty. But I do not think it would be greater under the plan which I have proposed; in fact it would be less. As far as regards paper, which is the great article of expenditure in the Stationery Office, the principal makers are willing to contract with us, and I believe that they meet with solid and substantial justice. In printing we require to have two checks, that is to say, both upon the quality and the quantity of the work. We pay the job-work printer 12,000 *l.* or 14,000 *l.* a year for the job printing, and we send him 30,000 *l.* worth of paper to print upon; so that we ought to have an efficient check both upon the quality of the work he performs and upon the quantity he sends in. If the check be deficient in either respect, we are liable to be defrauded.

235. Is it not well for those who pass the articles to have some one to check them occasionally?—No doubt; but after all you cannot multiply checks indefinitely; you must stop somewhere.

236. Mr. *Wilkinson.*] What is the advantage to the public of the paper being supplied by the Stationery Office?—You get it much cheaper when you buy it in large quantities. If every office under Government were supplying itself, I have no doubt the cost of paper would be nearly double; we get our paper at the lowest sum at which it can be supplied.

237. Lower than the price at which your printers could get it?—Yes, lower, I believe than most printers could get it.

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238. *Chairman.*] I understand you to say that the plan which you would adopt would be to write to five or six persons in the trade, and of those five or six you would take the three or four that agreed to do it at the lowest rate?—That is not exactly what I stated. I meant to say that I would have three or four or five printers employed, and when I wanted to make an arrangement for the printing for any great public office, say the Inland Revenue, or the Admiralty, I would send letters to them, asking for tenders, but I would except the person who had the printing for any other great public office, such as the Post Office, because he would have enough already.

239. Then are we to understand that in making an arrangement for the Post Office printing, for example, you would send to three or four great printers to see which would do it at the lowest price?—Yes.

240. Sending only to those who are equal to contract for public work?—Precisely.

241. Mr. *Wilkinson.*] Would not the price be very different according to whether those parties had to tender for the whole of the printing, or only for a portion of the printing?—It would, quite large enough; there is no printer in England able to do all the job work printing in the way we require it to be done. No printer has force enough to withstand the demands occasionally made upon him; he is obliged to employ other printers, and we are obliged to employ other printers. I have been sometimes obliged to take upon myself to encroach upon contracts. The work could not be done otherwise.

242. Mr. *Gregson.*] You have stated that the cost of stationery to the public is not less than 400,000 *l.* a year; supposing that your system were carried out, have you any idea how much you could save out of that 400,000 *l.*?—I do not know where you could save anything, except it be in the printing for the House of Commons. If you could get any check to reduce the excessive quantity of printing that is carried on, that is another matter; but I do not see where you are to save, except in the printing for the House of Commons.

243. *Chairman.*] But you have stated that, as regards the cost of printing for the House of Commons, a very large reduction might be made?—No doubt a reduction to the extent of from 30 to 35 per cent.

244. Of course the question as to reducing the quantity of printing is one for the House of Commons itself to consider?—Yes; with which I would not presume to interfere.

245. It is stated that a number of the public offices repay you for their stationery; do they repay you for any printing?—Sometimes they do, and sometimes they do not.

246. Does not that lead to considerable confusion?—It leads to great complication of accounts; I do not see much good resulting from it myself. We have to supply stationery to many offices that repay us; that does not appear in our estimate. And no doubt 400,000 *l.* will not pay the whole expense of stationery, including printing. It will be nearer 500,000 *l.*, if not more than that.

247. Do you keep an account against every office of what they cost you in stationery?—Yes; we can tell within a certain time after every year what every office has cost for stationery.

248. Mr. *Crossley.*] Does all the paper you use pay duty?—That is more than I know; but I suppose it does.

249. Mr. *Gregson.*] Do the public offices pay you an amount equivalent to the cost?—They just pay the cost; suppose we pay for an office 10,000 *l.*, for paper, it pays us the 10,000 *l.*; it does not pay anything for our machinery.

250. With respect to the books sold to the public, supposing a book is marked 1 *s.*, is that the cost price; does that cover all charges and expenses?—With respect to some books which are printed for the Government, it is wished that they should be extensively circulated, and they are sold at less than the cost; some are given away altogether.

251. Those that are ticketed 1 *s.*, for example, are they sold at about the cost?—That depends upon the circumstance of the book being of one class or another.

252. Mr. *Hankey.*] Who regulates the price at which the books should be sold?—Generally the people of the office, or the Commission that produces the book.

253. You

253. You have nothing to do with it?—Sometimes they consult me; sometimes they do not.

254. You stated that there were 10,000 copies published of the Report of the Council of Education, which were comparatively useless; have you any idea of the cost of those 10,000 copies?—I suppose 2,000 *l.* or 3,000 *l.* at a rough estimate, and those are given away entirely.

255. Mr. *Greene.*] What becomes of the stationery that the different Government offices receive, and which they do not use; is it returned to you again?—It ought to be returned, and I presume therefore that it is returned. We sold in 1853 about 6,500 *l.* worth of waste paper that we got back from different offices.

256. Do you think it is possible that the establishments can make away with that paper without giving any return of it?—It is not easy to say what is possible.

257. *Chairman.*] Would there be any difficulty in having prepared for the Committee a Return, for one year, of the number of tons of paper, the value of ditto, the amount paid for composition, the amount for press-work, and the total?—The composition and the press-work would not be the total, for you want the corrections also.

258. Do you keep accounts in your office from which that information could be made out?—An account like that could be made out, no doubt. We can tell you the weight of the paper that has been used, and we can tell you the charge for composition, and the charge for press-work, and the charge for corrections, and add them all together; but I do not see of what use it would be if it were done.

259. Mr. *Hankey.*] Would it take much trouble to make such a Return?—Yes, a great deal of trouble; there is such a variety of paper; all the varieties must be taken out.

260. Mr. *Walter.*] For instance: can you state what was the aggregate weight of paper last year?—I cannot tell that; it would require a great deal of accounting to tell that; some of the printing was upon atlas paper; upon paper weighing 70 lbs. a ream, and 35 lbs. a ream, and 25 lbs. a ream, and some as low as 9 lbs. or 10 lbs.; all those must be put into their separate classes and then added together; and I do not see what would be the use of it when it was done; it would not throw a particle of light upon the expense of printing; the weight of the paper and the cost of the paper have nothing to do with it.

261. Is there any check whatever as to the weight of paper delivered, and as to the weight of the paper when printed and returned?—There is the most perfect and complete check upon the weight of paper delivered. I wish we had a check equal to that upon everything else. I will explain that. Every ream of paper that comes into the Stationery Office is weighed. It should weigh a certain weight by contract, and if it be deficient to any extent we deduct that deficiency from the bill and make it double; for instance, if a ream of paper comes in that should weigh 12 lbs. and it only weighs 11 lbs., if we do not reject it altogether, we say it is deficient 2 lbs. because otherwise it would be no check upon the contractor; the paper is accepted at a reduction of 2 lb., and the same if there is a deficiency of quality. There is no part of our system that is so perfect as that; we are not cheated to the extent of one ounce.

262. Mr. *Crossley.*] Do not you allow the party the option whether to take his paper back, or to be charged double the deficiency?—Yes; it is only in the event of his agreeing to it; if he send in paper of a proper quality we have have nothing more to say, and we had much rather he did.

263. Mr. *Gregson.*] The total weight of paper received would include ammunition paper?—Yes, everything; our system as regards the paper is perfect.

264. Mr. *Crossley.*] Do not you find great difference in the weight, according to the state of the paper, with respect to its dryness?—We have it all in nearly the same state of dryness. If any gentleman would like to see the system of check upon the weight of the paper I will show it in operation; nothing can be more complete than it is.

265. Mr. *Gregson.*] Do those items of 7,000 *l.* for stationery sent to Varna, and other places in the East, include ammunition paper?—No: that was for stationery and printed forms: it did not include any ammunition paper. Of the 70,000 *l.* which appeared under the War Department, about 40,000 *l.* was

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for ammunition paper, which is as much *munitions de guerre* as gunpowder and bayonets. I do not think that the letter paper, and printed forms, and other stationery sent to the Crimea, would exceed, at the outside, 8,000 *l.*

266. *Chairman.*] When you appeared before the Committee in last August, you were asked for a Return of all the different printers who print for the Government, so that we might compare their prices; can you give the Committee that information now?—Yes. There is one thing which you will allow me to state with respect to Mr. Harrison, who is the private and confidential printer for the Government. His charges, down to nearly the present date, were about the same as those of the printer of the House of Commons. His charge has now been brought down; and if you will allow me, I will explain to what extent it has been brought down. He is obliged to take, as the foundation of his bills in future, our contract with Eyre & Spottiswoode, and he is allowed a premium upon the contract prices of 10 per cent. on all papers that he prints to the number of 500 copies and upwards, and 50 per cent. on all papers that he prints under the number of 500 copies. Of many of the papers that he prints, only a few copies are thrown off. Very often he does not print more than two, three, four, or five copies, or as many copies as there are members of the Cabinet. Therefore it would have been unfair to bind him to so low a price; but he gets 50 per cent. where the number of copies is less than 500, and he gets 10 per cent. where it is above 500; so that he is on a very fair and reasonable rate of charge now. As the number of copies printed is small, a great part of his charge is for composition.

267. Mr. *Greene.*] Is that for the printing that is done at the Foreign Office, or is it for printing done at his own office?—It is for the printing done at the Foreign Office and elsewhere. It is all confidential printing.

268. At what time did this alteration of price take place?—Within the last six months: I have the Treasury Minute in my hand, and I can read it, if the Committee desire. There is no secret about it; it was on the 9th of June 1854.

269. *Chairman.*] Have you with you a list of the different printers who print for the Government?—I have. Our present printers are Messrs. Eyre & Spottiswoode, who print for the House of Lords, and are contract printers; Mr. Hansard, who is the printer for the House of Commons; Messrs. Nichols, the printers of the Votes. With respect to Messrs. Nichols, it would not be fair to reduce them so low as the others, because a great deal of their work has to be done at night.

270. What was the last agreement made with them?—It was made before I had anything to do with the office.

271. From your knowledge and experience of different classes of printing, do you think that the price is a fair price, or do you think it one which The House might justly ask to have reduced?—I think, unquestionably, that it is incumbent upon The House to reduce their price, as well as Mr. Hansard's price, but not to carry the reduction so far.

272. Mr. *Hankey.*] Have not some of the public offices private printing presses of their own?—I am not aware of any, except the Foreign Office. We pay all the bills of the Foreign Office; they are all brought to us to be paid, and we shall, I suppose, deal with them in the way which I have just mentioned.

273. *Chairman.*] Will you proceed with the list of printers for the Government?—The next is Mr. Harrison, the confidential printer; he is the printer of the "Gazette" also.

274. For the confidential printing he has one price, which you say has lately been reduced. With regard to the "Gazette" printing, will you explain what the arrangement is with respect to that?—He prints the "Gazette" under a contract which was entered into about three or four years since, and which will expire in about two years.

275. Was that a very favourable bargain for Mr. Harrison?—I do not know that it is a very favourable bargain for him, but I think it is a reasonably good bargain. I dare say he will be very well pleased when the "Gazette" contract expires to go on with it; and if the Treasury would take my advice, I would not disturb him, but allow him to go on without any contract, and keep him on good behaviour, and then we could dismiss him at a day's notice if he should behave ill.

276. Do you think he would go on at the same price upon those terms?—He would know very well that he would run no risk of being improperly treated.

277. Who is the next printer upon the list?—Messrs. Clarke & Co., the job printers; they call themselves Clarke & Co., but, in fact, it is a gentleman of the name of Hartnell; Clarke & Co. were the contractors, but they assigned over their contract to Mr. Hartnell.

278. That is the firm whose contract ends in June next?—Yes; and that is by far the most important and difficult branch of the printing that we have to manage; the rest is all plain sailing; but that is a very difficult business. If the Government take any portion of my advice, they will never let it by contract again.

279. I understand that, with regard to the job-work printing, you recommend another system, which could be tried, and if it were found not to answer, it would not prevent the returning to the contract system?—Certainly not; you could return to the contract immediately; within six months, or perhaps six weeks, if you chose.

280. Mr. *Gregson.*] What is the amount paid to Mr. Hartnell?—About 12,000 *l.* or 14,000 *l.* a year.

281. *Chairman.*] How is the Government printing done in Dublin and Edinburgh?—In Dublin we have one printer, Mr. Thom, an excellent printer, who does his work well. If I had brought some of his forms, and put them in contrast with those which I have produced, you would hardly believe that they were done in the same country.

282. Have you a contract with him?—No contract; at least for by far the greater portion of his work.

283. Do you employ him upon the terms upon which you would wish to employ printers here?—We employ him upon the terms that we pay Messrs. Eyre & Spottiswoode, but we have no contract with him.

284. You might dismiss him any day?—Yes.

285. How long has he done the work in that manner?—About two years, and he has done it in a manner perfectly satisfactory. Messrs. Clowes, the printers here, were for several years upon that system, and they would have gone on for an indefinite period had we allowed them; but they got too high rates, so that we were obliged to reduce them.

286. Mr. *Thornely.*] Do you supply Mr. Thom with the paper?—Yes.

287. Is the paper sent from London?—No; it is mostly bought in Ireland.

288. Mr. *Wilkinson.*] Do you think that you can buy the paper cheaper in Ireland than Mr. Thom could buy it himself?—Yes; and Mr. Thom would tell you so himself if you asked him.

289. Mr. *Hankey.*] With respect to the confidential printing done by Mr. Harrison, does that form any large proportion of the whole?—In 1853-54, it was 2,421 *l.*

290. Mr. *Crossley.*] Would you not avoid dividing the thing so much as not to make it worth his while to have it?—What I have stated was reckoned a fair way of making the transaction pay the printer; you could not put confidential printing up to contract.

291. Mr. *Wilkinson.*] If you employ one contractor to do all the work you have to do, will he not be able to do it at a cheaper rate than half a dozen people could afford to do a sixth part of it?—If that remark were confined to book-work printing, it would be perfectly right; but it is quite different when you speak of job-work printing, which is sent in sometimes in such very large quantities that no man can do it. And then again, perhaps, for two or three weeks afterwards, there will be comparatively little to do.

292. *Chairman.*] You have stated that Mr. Harrison receives about 2,000 *l.* a year for confidential printing?—That was last year; but the year before he got 4,600 *l.* I suppose it may average from 3,000 *l.* to 5,000 *l.* a year.

293. You stated that Mr. Hartnell receives about 12,000 *l.*?—Yes, or 14,000 *l.*

294. Will you state what amount Messrs. Spottiswoode receive?—As contract printers for printing Reports and Papers, they received in 1853-54, 13,238 *l.* Then there is the printing for the Lords; and you will observe that they have another part which they hold under a patent.

295. What did they receive for printing for the House of Lords?—I think

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about 8,000 *l.* or 9,000 *l.*, exclusive of the printing of the Acts of Parliament, which is done under their patent.

296. What do they receive for that?—About 10,000 *l.* In 1853-54, they got 19,167 *l.* as printers of the House of Lords, and as printers of the Acts of Parliament.

297. With regard to their charge for the printing of the Acts of Parliament, is that upon a fair footing?—I think that might be reduced. But that is upon the footing of a private arrangement under a patent, that will expire in 1860. When that expires, then you will be able to deal with it as you please; but it is rather an exceptional case. You will observe, that since 1853-54, an enormous increase of printing has been thrown upon Messrs. Spottiswoode; all the printing for the patents which they do under their contract; it is all book-work, and it was reckoned part of their contract.

298. You told us last year, that you expected that would add 40,000 *l.* to the charge for printing for the year?—Yes; in point of fact, it has added 56,000 *l.* for printing the patents, including the drawings and lithography.

299. Mr. *Crossley.*] Is not that money paid by the patentees?—Yes; that is repaid; the Government do not lose anything by that.

300. *Chairman.*] Every person who takes out a patent pays a sum, which goes into a fund to repay that 56,000 *l.*?—Yes, that will be repaid.

301. Therefore, that is not a charge upon the public, because there is a balance upon the other side, consisting of payments made by persons who take out patents?—Precisely.

302. Does that more than cover the expense?—It more than covers it. And I should further add, that the greater portion of that expense is not really for printing, it is for the lithographic printing and drawing of plans, which accompany the patents; and that charge will not be nearly so large this year. I suppose it will be about 30,000 *l.* this year.

303. Mr. *Greene.*] Has not the principal expense been in printing the whole of the back patents for several years past?—Yes.

304. Does the amount paid to Messrs. Spottiswoode for patents include the paper also?—It included the paper in the year it began, but now we send the paper; their charge now is over and above the paper.

305. *Chairman.*] You have stated the amounts paid to Messrs. Spottiswoode under different heads. Will you mention what the amount paid to Mr. Hansard was last year?—The amount paid to Mr. Hansard in the year 1853-54, was altogether 24,590 *l.*

306. How much to Messrs. Nichols?—Messrs. Nichols in the same year were paid 8,562 *l.*

307. Was there any other printer for the Government in London?—Messrs. Clowes were formerly engaged as contractors; and when you terminate a contract, there are always a great number of things going on. They received that year 8,576 *l.*

308. Then, Messrs. Clowes' contract having ceased, they did not continue after that year?—No; that has expired.

309. Who took up the business that Messrs. Clowes formerly had?—It was taken up by Messrs. Spottiswoode.

310. Will you read the words which appear upon the Return, with respect to patent offices?—"Patent Office. Paper and printing for specifications of patents, per Act 15 & 16 Victoria, chapter 83."

311. Is there any other English printing for the Government?—No, there is no other English printer except Mr. Harrison.

312. With respect to the Nautical Almanack; how is that done?—That is done by the contract printers, Messrs. Spottiswoode.

313. Upon what terms is that done?—That is almost all figures and tables; it is done according to the charge for tables, which you see in their contract.

314. That requires very accurate printing?—Yes; and I believe it is very well done; at least, I never heard any complaint of it.

315. With respect to Ireland, where you have told us Mr. Thom is the printer for the Government, what does he receive in a year?—I should think he gets, altogether, about 5,000 *l.* or 6,000 *l.*

316. Is not there a Gazette in Dublin too?—Yes, but the expense of that is very small.

317. Who prints it?—Mr. Thom prints it.

318. Is that in addition to the sum you have stated?—No; I do not think his charge for printing the Gazette is above 300 *l.* a year.

319. He is the only printer you employ in Dublin?—He is now; we employed Messrs. Grierson, but they failed. We made a contract with them, which it was obvious to me would end in their failure when they took it; and it did so.

320. You employ printers in Edinburgh?—We employ several printers in Edinburgh.

321. Who are they?—We employ Messrs. Murray & Gibb, Mr. Thomas Constable, Messrs. Neal & Co., a party of the name of Hedderwicke, in Glasgow; and Messrs. Lizars, at Edinburgh.

322. Upon what system are they employed?—They are all paid at or nearly the same rates.

323. Is it by contract?—It was originally by contract; they are going on upon sufferance.

324. Mr. *Gregson.*] At the contract prices?—Yes.

325. Mr. *Wilkinson.*] Do not you think that one of those could do the whole cheaper than the four?—No, I do not think that one could do it so well. The Government proceeded, in Edinburgh, upon the principle of allowing any office in Edinburgh to employ their own printers, provided they charged at the rates charged by the contract printers. But there are very different kinds of printing; there is a good deal of it for the Justiciary Court and the Court of Session that requires peculiar printing; it comes altogether to not above 3,000 *l.* or 4,000 *l.* for the whole thing; I am certain it is under 5,000 *l.*

326. *Chairman.*] When was the agreement made with them for those rates of printing; did you make it?—Yes, it was about 10 years ago.

327. Do you think it might be done for less?—If it were put up to competition I would not say but that you might get it done a trifle lower; I doubt if you would; you would not get it done by the best parties. I think it is as low now as it can be, to get it thoroughly well done.

328. Mr. *Crossley.*] Do you find the paper for that printing?—We do.

329. *Chairman.*] With regard to the books for the national schools, how is that printing done?—That is done in Ireland; that is taken by contract; they are given to the lowest contractor. I am certain the contractor is losing money by it now.

330. Who is the contractor?—Mr. Thom is the principal contractor; he took two-thirds of the contract, and a party of the name of Falesner took the rest. Mr. Thom produces the books perfect; he buys the paper where he likes, and employs persons to bind them, and produces the books.

331. Then the Stationery Office does not furnish the paper for the national school books?—It furnishes nothing.

332. Mr. *Crossley.*] Do you think there would be any saving by the paper being furnished by you?—No; I do not think it would be anything worth considering.

333. *Chairman.*] Then the national school books are a separate thing done by the Commissioners at Dublin?—Yes; they have nothing to do with the Government expenditure; they pay for themselves; they do not cost the Government sixpence.

334. Could you send in to the Committee a statement showing the different rates of charge of those various printers, English, Scotch and Irish, that you have mentioned, so that the Committee might form an opinion as to the rates of charge?—Yes; I will do that as well as I can; perhaps the better way would be to take a sheet of a certain magnitude, and say what would that cost done by all those different people.

335. Mr. *Greene.*] In the trade, does not the charge for printing go by the thousand letters, and not by the sheet?—I know that; but the way to come to a decision about any question in printing is to take up a certain quantity of a printed book, and say what will three or four or six of those pages be done for by so many different people; then you get at the fact stripped of technicalities.

336. *Chairman.*] When you were before the Committee last year, in speaking of the printing of Evidence taken before Committees, you stated that there would be considerable economy if the printing were in two columns?—So there would.

337. That would be a saving in point of paper?—A saving in paper, and a saving

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saving in press-work, which is a great item also; there would be a less quantity of sheets to print: suppose you have 100 sheets to print, and that by the system of double columns you reduce it to 80, you then get rid of all the press-work and all the ink expended upon 20 sheets.

338. You are aware that witnesses before Committees have their Evidence sent to them for correction in a printed form; now would not that mode of printing in double columns be very inconvenient for the purpose of that correction?—Not of necessity; because you would do as I did in making my Geographical Dictionary; you would send the Evidence to the witness in slips in one column: there is not the least difference in that respect.

339. The witness would have ample space by the side to write his alterations?—Precisely.

340. Mr. *Gregson.*] Do you propose to take the folio or the octavo for printing Evidence in double columns?—I prefer the folio.

341. *Chairman.*] You propose to reduce the type somewhat?—Yes; because when you shorten the line, you may use a much smaller type, with equal facility of reading. I have no doubt your Lordship is acquainted with the edition of Facciolati's Lexicon that was published at Glasgow, which is divided into three columns; it is very clear, and very agreeable to read, although it would be quite impracticable to read it, with that small type, if the lines went all across the page from one side to the other.

342. You think the best plan would be to retain the folio size, and to print in two columns, with a somewhat reduced type?—Yes.

343. You think that better than the large octavo?—Decidedly better than the large octavo, for often you must have tables, which could not be introduced in the octavo size; and then you must have separate bits of paper, and you would have the expense of folding those, and that may be a large item of expense; and you would have ugly books, very disagreeable books for gentlemen to have in their libraries.

344. Mr. *Gregson.*] You propose to use the octavo type on folio paper, in double columns?—The Evidence before Committees might well be printed in a smaller type than ordinary octavo type.

345. *Chairman.*] As regards printing for the different departments of the Government, you are aware that they often wish to have their works printed in octavo?—Yes.

346. You do not, even for them, adopt uniformly one size of octavo?—No; they order what sort of octavo they please, and we have nothing to do but to carry out their instructions. I could not presume to deviate from them.

347. For their printing, if the books are printed to be circulated extensively, the octavo form evidently has advantages?—The octavo form is, generally speaking, the most easily read. A person can hold up an octavo book more easily than a folio book, provided they are of the same thickness. But the vast bulk of the Parliamentary Papers are short, and very few of them heavy. A large proportion of the Papers printed by the Order of the House of Commons are on one sheet, some of them on a half sheet of thin paper, and I think folio is incomparably the best size for them.

348. But as regards the printing for the different departments of Government, they prefer, generally speaking, to have their compositions printed in octavo?—They do, generally.

349. For them should you recommend any particular class of octavo, royal octavo, or otherwise, or do you think it makes no difference which is adopted?—Very little difference; I should prefer the folio; and I should think the royal octavo was the best form of octavo; but if I went upon the principle of economy, I would use the folio form, with double columns.

350. You showed us, last year, a specimen of that printing in two columns?—I did, and I can give more specimens of the same sort.

351. You showed one which was a very legible type; and you showed a second which was rather objected to, as being too small. Will you send to the Committee the best of those two?—I will do so. It would certainly produce a great saving of expense to print the Evidence taken before the Committees in double columns. It would save a great deal of paper and a great deal of press-work; and as the thing is not read by one person out of a thousand in this country, it would be quite large enough.

352. Mr. *Wilkinson.*] Is there any economy in printing in double columns, except

except by the reduction in the size of the type?—No; I do not think there is any economy in printing in columns, except that you save paper, and you save press-work, by reducing the size of the type. Considering the vast quantity of printing that there is of the Evidence taken before Committees and Commissions, it would be a material saving, and it would answer quite as well.

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353. Mr. *Hankey.*] What becomes of the various forms printed for the Government departments, which you said were rendered useless by any considerable change in the duties or other matters to which they relate?—Speaking generally, they then become waste paper. Supposing that there are 100,000 of any of these forms in the hands of the Excise, and that they are rendered useless by the adoption of a new form, they become waste paper, and they would either sell them themselves to the dealers in waste paper, or they would come to us to be sold. Generally speaking, they would send them to the Stationery Office, and we should sell them by competition to the highest bidder.

354. Has the price of paper increased materially during the last five years?—It has increased very materially during the last two or three years; but I am told that it is coming down again.

355. *Chairman.*] With respect to the waste paper of the different departments, do the different departments sell it, and carry it to the account of the department, or what is done with it?—I cannot answer that question decisively with regard to all the departments; but a great number of the departments have within the last two or three years been ordered to send all their waste paper to the Stationery Office, and when we get it, we sell it by tender every now and then; we feed the market with it, as occasion may require. In 1853 we got nearly 7,000 *l.* for waste paper. This is only a recent arrangement. Previously to that, some offices sold their waste paper in one way, and some in another, and many did not sell it at all. It went as a perquisite to certain parties about the offices, and I think was an extremely bad perquisite; for it is one of the things which is sure to lead to abuse in the management of stationery. If a man can sell the waste paper, he is very apt to try whether he cannot sell a little clean paper also.

356. And the more waste paper he creates, the more profit he has?—Certainly. The system of returning it to the Stationery Office is not yet fully introduced into every office, but it is in a good number; and the proof of it is, that in 1853 we got above 6,500 *l.* for waste paper.

357. Mr. *Crossley.*] Whatever comes to the Stationery Office is sold and returned?—It is sold by public competition. The sum received does not go in diminution of the expense of the Stationery Office; it is paid in to the Comptroller-general.

358. Could you give the Committee a return of those offices which do not send back their waste paper?—I could not exactly do that; but I can give you a return of those from which we get waste paper.

359. Mr. *Greene.*] Is not it desirable that all the offices should return their waste paper to the Stationery Office?—I think it would be a very proper arrangement. There are some trifling offices where the waste paper must be a mere nothing. We supply about 260 offices with stationery, and in a vast number of those, the trouble of getting it would be worth more than the thing itself. It is only in large offices that you need care about it.

360. *Chairman.*] Do you supply the colonies also with stationery?—Certain of them.

361. Which of the colonies do you supply; do you supply Gibraltar and Malta?—I am not certain. We supply the Ionian Islands, the Australian Colonies, and some of the West Indian Islands.

362. Do you think there is any advantage in the Government of this country supplying paper to those colonies?—I think paper can be bought cheaper here, generally speaking, than it can be bought in the colonies; much cheaper than it can be bought in Australia.

363. Do not you think it would tend rather to economy for the offices of Government in a colony to have to buy their paper and to account for it upon the spot, rather than to have the power of drawing upon England for any quantity which they may require?—I think that with respect to some of the subordinate functionaries that may be the case. If you were to farm the supply of stationery, for example, required for Victoria to A. B., and he were to deal with the public,

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you would get it cheaper, because then it would be for his interest to look after everything.

364. Mr. *Wilkinson.*] Do you include pens and everything else of that sort as well as paper?—Yes. If I had anything to do with the government of the country I would not supply pens and I would not supply penknives, except to the heads of departments. I would allow all the clerks a small sum to provide pens and penknives in the way they thought best.

365. *Chairman.*] Are you aware of any public department in Dublin which enters into a contract to supply a paper merchant with waste paper. Have you ever heard of such a contract?—I do not know; they may have done so. I am not aware that any of them do it now; but I will not say that they do not. But I do not pretend to know much about them. Lately I have sent letters, by order of the Treasury, to the different offices desiring them to send their waste paper to the Stationery Office; but whether those offices have obeyed that order is more than I can pretend to know.

366. If, after having received such an order from the Treasury, they should still be supplying a paper merchant with their waste paper, they would be, in fact, violating the direct orders of the Treasury?—No doubt of it; they would be committing a very grave offence, I should suppose.

367. Mr. *Greene.*] Is it possible that any establishment in Dublin could send away in one year 20 tons of waste paper?—I do not know what the Inland Revenue, or the Post Office, or the Customs might do, but no other department, I should think, could send away anything like that.

368. *Chairman.*] The waste paper from the Post Office would be to a very large amount?—Very large indeed.

369. How is that dealt with?—That is most honourably dealt with. They send it all to us, and we sell it all.

370. In Dublin how is it dealt with?—I am not so clear about that. I suppose that, being a branch post-office, they would be obliged to send all their waste too; but I will not undertake to say what they do.

371. Mr. *Hankey.*] What does the waste paper in the Post Office arise from?—It arises from the numberless post-office forms sent to all the post-masters to fill up and return to the Post Office, and at the end of a week, a month, or so, they are useless.

372. Mr. *Crossley.*] Could you furnish the Committee with a list of the various offices that you supply with paper, and of those which send back their waste paper?—I can furnish the Committee with a return of all the offices which send us back waste paper. There are a great number of offices where the quantity must be so trifling, that it is not worth saying anything about.

373. Mr. *Greene.*] The statement to which the Chairman has referred, mentions that one office disposed of 20 tons of waste paper, and that two other offices shipped all their waste paper, amounting to from 10 to 15 tons, to London; now, if that be the case, is not it desirable that those two offices should be required to obey the rule which you have mentioned?—Undoubtedly; but I cannot believe that there can be any office in that state. It is a matter of which I am wholly ignorant; but it would be a vast quantity of waste paper.

374. Is it possible for the Stationery Office to institute an inquiry as to what becomes of the waste paper connected with the large offices in Dublin?—The two largest offices are the Post Office and the Customs. But, in fact, I think there is no special Custom-house in Dublin, so that it could only be the Post Office where that could arise, and I believe it did not arise at the Post Office, for that is too sharply looked after to allow of such a thing happening.

375. Mr. *Gregson.*] You have suggested that, with a view to check the present excess of printed Papers, the signature of the Secretary of the Treasury should be required to sanction the printing of Papers?—Of the various checks which were talked of when I was here before, that seemed to me to be the best. I consider that the check of a Secretary of State would be worth nothing at all; he would seldom look into it. The Secretary of the Treasury could pay some little attention to it; but then I would not lay much stress upon his signature either, for if a Member go to the Secretary of the Treasury, he, generally, would wish to oblige him; he would not like to disoblige him by refusing him some trifling Paper, as he would think it, and there is no saying

saying to what extent that might go. I should think the better way to dispose of that of sort of thing would be to have some independent man, some man not going out and in with the Government, but some person to whom you could refer all those questions about printing, who should give his sanction before the thing could be printed. If you had a person of that sort, a person of judgment and good sense, perhaps you might lessen the quantity of printing by one-half. I think that, at least, one half the printing in this country is absolutely thrown away.

376. You think that, for the reason you have stated, it would require more examination by the Secretary of the Treasury than you could depend upon its receiving from him?—Yes; the Secretary of the Treasury is overwhelmed with work. He would be a better person for it than a Secretary of State, who is above the thing; but he has not time for it.

377. Now you suggest that there should be an independent person, an experienced gentleman, to perform this duty under the Secretary of the Treasury?—Yes; in an independent position. I think it would be better not to have him connected with a public office at all; to have him in an office of his own.

378. Would you have him at the Stationery Office?—No: I do not care where he is.

379. *Chairman.*] Do you think that a public department, which had collected a great amount of information, which it considered very valuable, would be satisfied to have the printing of its report stopped because this permanent officer might consider it worthless?—There is great difficulty about that. I do not venture to propose this as a measure that could be carried out without difficulty; but I say it seems to me to be the only reasonable check. If you require a signature to the printing of a paper, it is better to have the signature of an independent man than of a person who is not independent.

380. If he was an officer under the Secretary of the Treasury he would exercise the power entrusted to him; but there would be means of appeal, by referring the question to the Secretary of the Treasury, when any department felt itself aggrieved; would not that be desirable?— I think with your Lordship there must be an appeal; undoubtedly I think that would be required.

381. Mr. *Greene.*] As regards the House of Commons printing, you would leave that to the disposal of the House of Commons?—I would leave that to the disposal of the Librarian and the Speaker. There is a vast amount, as you must see every day, of unnecessary printing that is carried on.

382. In your former evidence you referred, as an instance of useless printing, to a Table printed in the Report of the Wine Duty Committee: you said there were 234 pages taken up with the vattings of wines in the different docks, which were printed in the Appendix to that Report?—Yes; and I am sure that no human being ever read one line of it, or ever will; it is not of the slightest use.

383. In the Reports of some of the Government Commissions, are there not a vast amount of perfectly useless details; such, for instance, as 680 pages of the details of every school reported upon by the inspectors?—I regret I used an unceremonious phrase the last time I had the honour of being before you, calling these details mere rubbish; but, substantially, I am of the same opinion; I do not see why they should be printed at the public expense.

384. Mr. *Wilkinson.*] That was ordered to be printed by somebody?—It was ordered by the Committee of Council on Education.

385. Mr. *Gregson.*] You mentioned that about 10,000 copies of the Reports of the Council of Education were printed, the public really only requiring 50?—If those were put up to public sale, I should not think that five would sell; but 50 would be an enormous sale.

386. Mr. *Walter.*] Do you recollect the number printed of those long Reports of Election Committees, which were printed last year?—1,750 copies, at least.

387. *Chairman.*] Have you ever considered whether it would be desirable that this giving away of Reports of Government Commissions should be discontinued, and that those Reports should be sold at cost price, so that where they were not sufficiently valued to be bought at cost price, a large number would not be printed?—I believe that the principle adopted by the House of Commons, at present, is to sell everything at about cost price, and that the

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sale is very small. Some few Reports have a considerable sale where they are upon an interesting subject, such as marriage with a deceased wife's sister, or anything of that sort; but speaking generally, there is little or no sale.

388. My question refers rather to Government Commissions, which now print their own works, and distribute them. Do you think it would be desirable that those works, instead of being distributed gratuitously, should be sold at cost price, which would very soon show how far the public valued them?—I should think so. If it were a matter that I had anything to do with, according to my own judgment, I would not give away a single Parliamentary Paper of any sort whatever; I would sell them all at cost price, and not give away one. I consider that it is a very enormous abuse to give away 10,000 copies of those Reports of the Committee of the Council of Education, and of the Poor Law in Ireland, and those sort of things.

389. Mr. *Crossley*.] You are aware that petitions have come from Mechanics' Institutions in the country, asking for Parliamentary Reports and Papers; what is your opinion as to granting them?—If I had the power of refusing them, I would not give them one; I would not inundate the country with such stuff, as most Parliamentary Papers are. If you could get a Sir Isaac Newton to cull out of the million of pages of trash, the 5 or 10 per cent. of good that there is in them, and circulate that through the country, it might he useful; but as it is, it would merely involve an enormous additional expense. You have no conception of what the cost of stationery and printing will come to, if this system goes on. If I were to be in the least degree what is called liberal, you would very soon have the bill for printing and stationery up to a million a year, and it would not stop even there.

390. Mr. *Gregson*.] You would sell any of those papers to literary institutions at cost price, but nothing more?—I would sell them all at cost price, but I would not supply them with waste paper gratis.

Martis, 6° die Martii, 1855.

MEMBERS PRESENT.

Mr. Walpole.	Mr. Wilkinson.
Mr. Greene.	Mr. Hankey.
Mr. Hamilton.	Mr. Thornely.
Mr. Gregson.	Mr. Vernon.
Mr. Hadfield.	Mr. Walter.
Mr. Crossley.	

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

Ralph R. W. Lingen, Esq., called in; and Examined.

R. R. W. Lingen, Esq.

6 March 1855.

391. *Chairman*.] ARE you connected with the Privy Council Office?—I am Secretary to the Committee of the Privy Council for Education.

392. Have you been long in that department?—Since 1847.

393. And you are acquainted probably with the extent of the circulation of the Reports, which have been issued by that Committee from time to time?—Yes.

394. Will you allow me to call your attention to an answer which was given by Mr. M'Culloch to a question put to him, "Can you point out to the Committee, previously to their breaking up this Session, what statistical information they could receive from you, or from the public generally, which would be useful to them in recommencing their labours in another Session?" "I do not know that they can receive much; I will give them our contract prices for paper and anything else which may be required. The Committee are even better aware than I am of the enormous waste of money in printing useless matter. There is printing for the Committee of Council of Education, for example; they print

10,000

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10,000 copies of what would seem to me, if it did not emanate from such a respectable body, to be in great part mere useless rubbish." That word "rubbish" was explained afterwards as not intended to reflect upon anybody, but as merely useless matter; "and they distribute those copies all over the kingdom gratuitously." And upon a subsequent occasion Mr. M'Culloch gave the same opinion, intimating that the number of copies printed was unnecessary, and that a considerable saving of expense might be occasioned with reference to the copies so printed and circulated; what is your opinion upon that point? —I am afraid my answer must be rather a long one, in order to explain the matter. A great part of the public duty of the Committee of the Privy Council, when it was first appointed, consisted of making grants for building schools throughout the country in aid of voluntary contributions, and the only right retained by Government over those schools was to inspect them. They entered into terms with various religious educational bodies throughout the country; such as the National School Society, the British and Foreign School Society, the Wesleyans, the Roman Catholics, and other bodies, and they appointed inspectors more or less in conjunction with those different bodies. The Queen nominating the inspectors, but those bodies having a veto upon them, it was part of the terms of their engagement, that those inspectors should make annual Reports to the Committee of the Privy Council, and that the Committee should lay those Reports before Parliament: the Reports thus to a certain extent representing both the Government and also the different bodies with which the Government was in connexion for the promotion of schools. The inspectors, from time to time, have increased in number with the number of schools to be inspected, and there are now as many as 25 of them, who make annual Reports upon the schools of the several denominations in different parts of the country. The Committee of the Council annually lay those reports before Parliament, and they form the foundation of these volumes. Then with respect to the distribution of them, the persons who have promoted the various schools throughout the country are extremely anxious to see what is said of them by the Government inspectors. The volumes, which are printed, are very anxiously canvassed in the different districts, and they are sent down annually by the Committee of Council; one copy to the correspondent of each school that is under inspection, and one copy to each teacher who holds a certificate from the Committee of Council. Those are the persons to whom, throughout the country, the volumes are distributed. The question of an undue number of them having been printed has been several times under consideration, and particularly in January 1853, when a correspondence passed between the Committee of Council and the Treasury on the subject of distributing these volumes; and the issue of the correspondence was, that the Lords of the Treasury did not think it necessary with reference to the volumes printed for 1853-1854 (that is, the last volumes that have been printed), to make any change in the number of copies ordered. The reasons which satisfied the Lords of the Treasury are given in the correspondence which I hold in my hand.

395. Then, according to that correspondence, you think that the numbers which are now circulated could not be diminished advantageously?—I believe I can give an answer to that question best by reading an extract of a letter addressed to the Treasury by the Committee of Council:—"The experience of the department here in London, as well as of Her Majesty's inspectors throughout the country, tends to confirm the opinion which the Committee of Council has always entertained, that it would not be expedient to alter the present system of gratuitous distribution. If the only object were to advertise the proceedings of this Committee, it might be time, now that they attract sufficient attention, to discontinue the gratuitous circulation of notices. But the object of circulating these volumes is rather that they may be read by a particular class of persons, viz., by the managers and teachers of the schools which form the subject of the Reports. In this way it is that the annual remarks of each inspector bear fruit; and this would not equally be the case, if the volumes passed by sale into the hands of as many readers as at present, but not into the hands of as many readers out of the class in question. My Lords are convinced that the system of selling the volumes would fail to a great extent in this respect. There need be no apprehension of a waste of these volumes by the donation of them to the persons who receive them; and to show that they do not pass, like many State Papers, at second hand, into the general market, my Lords may mention that this department is in the habit of receiving, every year, many hundreds of

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applications for them, with which it is impossible to comply." That was the reason which satisfied the Lords of the Treasury.

396. Do you know how many copies are circulated annually upon the average?—About 10,000.

397. What would be the cost of those 10,000 copies?—By a letter from the Treasury, it appears that, in 1851–52, the cost of printing, including the paper and binding the 10,000 copies in one volume, for distribution under the orders of the Council Office, was 1,211*l.* 10*s.* 11*d.*

398. Mr. *Hadfield.*] There is no charge for distributing them?—None whatever; they go freely.

399. Mr. *Vernon.*] Can you tell what number of teachers receive the volume?—There are now, speaking in round numbers, about 2,500 certificated teachers.

400. Could not the volume that is given to the correspondent be made available for the teacher, as it is a yearly volume?—The correspondent in most of these cases is a clergyman, or a minister of religion of some denomination or other, and he will naturally wish to keep the volume at his own house. I think it is extremely important that both the clergyman and the teacher, the one as superintendent of the school, the other as the actual conductor of it, should have a copy of the volume. I do not think they would examine the Report to the same extent if there were only one copy between them instead of two.

401. Mr. *Gregson.*] Is the volume on the table one of the 10,000?—Yes, that is one.

402. How many pages does that contain?—1,397.

403. Taking 1,211*l.* as the cost of the whole, it appears that the cost of that large volume would be only half a crown?—It is rather less, I think; it is not exceeding that.

404. Would not they be available to the parties who wished to purchase them at half a crown?—As it was explained in the letter from the Committee of Council to the Treasury, the great object is to have these volumes read by a particular class of readers, the managers and teachers of schools. It has been thought, that if applications had to be made for those volumes, a smaller number of that particular class would read them than at present; and it was thought to be a public object that these Reports of the inspectors should be read by that particular class of persons.

405. Mr. *Hadfield.*] Do you think that they are read in their whole contents, or only partially, so far as relates to the parties to whom they are granted?—There is no doubt that, in each district, they read more particularly the Reports upon the particular schools in their own district. But I have reason to think, as far as an opinion can be formed, that they are very generally read, because in the daily correspondence of the office we find continual references to the Reports of particular inspectors. "Mr. So-and-so recommends So-and-so." They are quoted in support of particular applications. I think that among a particular class of readers they are very generally read.

406. Mr. *Greene.*] Would not the Reports of the different inspectors be useful among the generality of school teachers, as exciting emulation in consequence of the praise given to one establishment and the blame to another?—I am inclined to think very much so.

407. Mr. *Hamilton.*] Is there much matter contained in the volume, besides the reports of the inspectors with reference to the different schools?—The minutes annually passed by the Committee of Council with regard to the distribution of grants are always printed at the beginning of the volume, and also summaries of the various heads under which the grant is expended; there is also a balance sheet, and there are extracts from the official correspondence, which illustrate the principle on which the grant is distributed; and then at the end of that matter, by way of Appendix, come the Reports of the inspectors.

408. Do you consider that the book generally consists of matter which upon the whole is interesting and important for the managers and teachers of schools to be made acquainted with?—I am decidedly of that opinion.

409. Will you state from what quarters the applications of which you have spoken, which you say you are not able to supply, come?—Very often from the managers of schools which are not under inspection, and who are anxious to know what Government is doing with respect to education.

410. *Chairman.*]

410. *Chairman.*] Do not you think they would be perfectly willing to pay half a crown for a copy if they wanted it?—I could not answer as to the last-mentioned class, whether they would or would not; but I am sure that, if copies were not given gratuitously, many teachers would fail to receive them.

411. Mr. *Hamilton.*] Are these volumes to be had by purchase, as Parliamentary papers?—I imagine so; through Hansard, or any other person appointed for the purpose.

412. *Chairman.*] Do not you think that there might have been a much greater object, when the system was first started in having those Reports circulated, than there is now, when it has become more or less well known?—I think it was decidedly more an object at first.

413. Mr. *Vernon.*] With reference to the number supplied, 10,000, are those 10,000 supplied in any way to applicants who have no connexion at all with the schools assisted by the Government?—No; they are sent out to the correspondent of each school under inspection, and to each teacher who holds a certificate.

414. Then those persons who make application, who are not either teachers or correspondents, do not receive them?—As a rule, no; but it would depend upon circumstances. Supposing that any person, the head of a public school, for instance the Provost of Eton, were to say that he wished to see the volume, it would be supplied to him. But as a general rule, copies are not supplied except to the persons I have mentioned.

415. Mr. *Hamilton.*] I observe that in this letter from the Lords of the Treasury there is a statement of two charges for printing; the one, 911*l.* 1*s.* 5*d.*, the cost of printing (including paper and binding), 1,750 copies in two volumes for Parliament and for sale; the other is 1,211*l.*, the cost of printing (including paper and binding) 10,000 copies in one volume for distribution. There appears to be a great disparity between the cost of printing the 1,750 copies and the 10,000 copies. Can you explain that?—In the two-volume edition which is presented to Parliament, the detail of all the grants that have been voted during the year is given, whereas those matters are suppressed in the volume circulated in the country, and merely the heads of the expenditure are given.

416. Then in fact the matter is not the same in the two volumes and in the one?—The matter is not the same; it differs in extent, that is all. There is nothing in the single volume which is not in the two volumes; but there is a considerable quantity of matter in the two which is not in the single one.

417. Mr. *Greene.*] Who regulates the size of the volumes printed, whether they shall be octavo, or royal octavo, or folio?—The Stationery Office.

418. Do not you consider that a very inconvenient size, and that royal octavo would be much better?—I should certainly think that a larger paper would be more easily read.

419. And especially more suitable for tabular matter?—Yes, I should say so.

420. Mr. *Gregson.*] Do you know the weight of this volume?—No, I do not.

421. *Chairman.*] Have you any knowledge of any correspondence between Mr. M'Culloch and the Treasury upon these points?—I imagine that the correspondence which I have just handed up is the result of a good deal of correspondence between Mr. M'Culloch and the Treasury. I have no other knowledge of it than that.

422. You have never seen Mr. M'Culloch's remonstrance upon this subject?—I have not.

423. Mr. *Crossley.*] You said that the 10,000 copies were for distribution free; are any more printed?—No. The number of 10,000 represents the whole of the printing.

424. So that there are none printed for sale?—I think they reserve about 250 copies for sale at the Stationery Office, for the supply of the ordinary vendors of Parliamentary Papers.

425. Mr. *Hadfield.*] Those are included in the 10,000 copies?—Yes. I should perhaps add that the Committee of Council conducts the inspection of the workhouse schools also, and they send three copies of those Reports to every workhouse school; one to the chairman of the Board of Guardians, one to the chaplain, and one to the clerk for the use of the Board.

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426. Mr. *Gregson.*] What number of unions are there?—Between 600 and 700.

427. Then that absorbs 2,000 copies?—Yes; the small volume, which I hold in my hand is the last volume of the Reports on Workhouse Schools.

428. *Chairman.*] Is that an additional expense beyond the 1,211 *l.*?—It is.

429. Mr. *Hadfield.*] I understand you to say, that the whole of the 10,000 copies are circulated, in one way or another?—Yes.

430. Mr. *Wilkinson.*] You do not return any to the Stationery Office as waste paper, as some offices do?—None at all. As I have stated, many hundred applications are annually received for these volumes, which cannot be complied with.

431. Mr. *Gregson.*] What is the cost of this smaller volume in the workhouse schools?—I am not able to say.

432. *Chairman.*] Are you aware whether the Reports upon any matters connected with any other office are printed and circulated gratuitously in the same way as the Reports of the Committee of Council on Education?—I think the Reports of the Board of Health used to be, but I am not aware whether there is any other office in which it is done.

Thomas Vardon, Esq., called in; and further Examined.

T. Vardon, Esq.

433. *Chairman.*] YOU were examined before this Committee in August last?—Yes.

434. Since you were examined Mr. M'Culloch has given some evidence before this Committee with reference to the printing, and the expense of printing for the House of Commons, and he has drawn a contrast between the arrangement under which Messrs. Eyre & Spottiswoode now print for the House of Lords, and the arrangement or contract under which Mr. Hansard now prints for the House of Commons. I will call your attention to one or two questions and answers. In Question 190 he was asked, "You have stated that this reduction in price" (that is, in the House of Lords) "amounts to a comparatively small sum in the printing for the House of Lords, because that printing is not so voluminous; but can you state what would be the difference in the cost of the printing for the House of Commons, if we reduced it 35 per cent.?" Mr. M'Culloch says, "I have a statement here which shows that if the printing for the House of Commons for Session 1852 had been charged at the same rates of charge that are now to be allowed to Messrs. Eyre & Spottiswoode for printing for the House of Lords, it would have been reduced from 19,700*l.* to 12,675 *l.*, making a saving of about 7,000*l.* That does not admit of argument or discussion at all; it is a dry fact." If you turn then to Question 197, you will find he is asked, "Can we terminate the arrangement" (that is, the arrangement with Mr. Hansard) "at any time?" He says, "It can be terminated at any time. I suppose that, according to the usual rules of men of business, it would be necessary to give him a year's notice, or something of that sort; but he would be very glad to adopt Messrs. Eyre & Spottiswoode's terms. I have not the pleasure of knowing Mr. Hansard; but I feel quite sure that, as a man of business, he would be very glad indeed to go upon Messrs. Eyre & Spottiswoode's terms rather than lose the work." Now, the question I wish to ask is, whether you are acquainted with the terms upon which Messrs. Eyre & Spottiswoode print for the House of Lords (I take for granted that you are acquainted with the terms upon which Mr. Hansard prints for the House of Commons), and whether you think that any reasonable and proper reduction might now be made in the charges of Mr. Hansard?—In the year 1849, or the beginning of 1850, there was a proposition from the Treasury that the prices of the printers should be revised, and it was referred to Mr. Lefevre for the House of Lords, and to The Speaker for the House of Commons, as Chairman of the Printing Committee. Mr. Lefevre decided upon the basis on which the charges of profit should be allowed to the printers of the House of Lords, in concurrence with the Treasury. They had hitherto been 50 per cent. on the payment of wages, and the proposition was to reduce them to 20. That was the proposition agreed to by the Treasury at that date, four years ago. It was laid before the Printing Committee, and they

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they met several times; they examined the printers; they examined Mr. Lefevre, and they were in communication with the Treasury during the whole of the Session. At the close of the Session it was determined by the Printing Committee that the profits of the House of Commons' printers should be reduced on composition and reading to the Treasury scale then proposed and sanctioned by them for the House of Lords' printers, in order that the two should be in unison; but the reduction was to be carried out gradually, at the rate of 10 per cent. per annum, till it had reached a reduction of 30 per cent. from the 50, reducing it thus to 20 per cent. In effecting this, I had several interviews with Sir Charles Trevelyan, and he agreed that if it would be possible for The Speaker to reduce the charges to 20 per cent., which he thought would be an enormous reduction, and which was the basis of the then supposed minimum price, as nearly as it could be approached, he agreed with The Speaker that an assurance should be given to the printers that the arrangement should be considered permanent. This was communicated to the printers. A correspondence took place, which I hold in my hand (and which I will hand in), in consequence of that arrangement; and in order that there might be nothing to bind The House or the Government to consider that the words "permanent arrangement" meant anything beyond a reasonable period of time, a second letter was ordered to be written by The Speaker to both printers, to inform them that the words "permanent or final arrangement" could only be construed to mean a number of years, and that this arrangement was to be considered as on the same basis as the settlement made in 1832; and that it was open to future arrangement at a future period, but that for some years it was to be considered as the basis on which the charges were to be placed.

435. Was the number of years mentioned for which this arrangement was to last?—The Speaker mentioned especially that it should not be less than eight years, that being about the limit of the Queen's printers' patent; and that was the date that was in view at the time, so that there might be no bar to an arrangement made at that period; now, all I have to complain of is, that that only took place six months ago, and now Mr. M'Culloch has, by some recent arrangement with the Queen's printers, effected a proposed future reduction in the House of Lords' printing, one which has not yet come into operation, but is to begin with the current Session of Parliament, and is then to exist in future under circumstances very different to ours, and therefore is not a basis on which anything could have been fairly arranged with reference to the House of Commons printing. It appeared to the Printing Committee and to The Speaker, that there were important distinctions to be drawn between the House of Commons printing and the House of Lords printing, on this ground: That the Queen's printer is fenced by a very valuable patent, which includes the Acts of Parliament and Bibles and Prayer-books, and a variety of things which pass through his hands under the patent; and again, that the quantity which the House of Lords print is the minimum quantity, as compared with the whole amount of the Queen's printer's business. But the House of Commons' printers have no business whatever but ours, and that employs them morning, noon and night, and frequently on Sundays, during the whole Session of Parliament; and then, during the other six months of the year, we have very little to give them to do; sometimes nothing at all. And, therefore, it struck The Speaker that more leniency should be shown in dealing with the House of Commons' printers on these terms, until the time should come when all perhaps might be in the same position as to exterior profits from other sources

436. Mr. *Gregson.*] When does the Queen's printer's patent expire?—In 1860, I think.

437. *Chairman.*] Will you turn to the passage in The Speaker's letter, with reference to the duration of the present arrangement, and will you have the goodness to read it to the Committee?—I will read first the Report of the Printing Committee. In 1850 the Printing Committee report as follows: they take into consideration the Report of the Committee on Miscellaneous Estimates, in 1848, and they say, "and during the following Session the whole subject was investigated, and the printers informed that, while it was not the intention to interfere with the charges of the Session which was then drawing to a close, they must be prepared to enter into such arrangements for the year 1850

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as should be determined on by the Printing Committee at the meeting of Parliament, and that no claim could be admitted as to charges for 1850, which were not then sanctioned by the Committee; thus indicating, beyond any question, that work performed for the year 1850, before the decision of the Committee was known, would not be passed under the scale of charges sanctioned in 1828, confirmed in 1835, and acted on till 1849." The Committee said that, in order to bar the printers from any right of saying that the Session had begun before they had reduced the prices. Then they go on to say, "Your Committee have fully considered the variable nature of the duties, the pressure of printing during the Session, entailing night-work to a great extent, and the absence of employment during the recess, and have kept in view the motives which governed the decisions of former Committees on the same subject; viz., the reasonable claims of the printers, whose firms have, for a period of a century, conducted the arduous work entrusted to them (much of a most confidential nature), to the entire satisfaction of The House; and upon a review of the whole subject, resolves: That Messrs. Hansard and Messrs. Nichols, the respective printers of the Journals and other papers, and of the Votes and Proceedings, shall reduce the profit charged on composition and reading from 50 per cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year 1851 (thus reducing the profit of the printers, on work performed by order of The House, 20 per cent. in the course of the present and succeeding year), subject to any revision that may be considered necessary after that period."

438. One of the special circumstances there mentioned as inducing the Committee to take a somewhat more lenient view in favour of the House of Commons printers, was the night work. Is it not the fact, that that night-work applies only to Messrs. Nichols and not to Mr. Hansard?—It applies to both of them; for when papers are laid on the table of the House to-day, they often have to be printed by the next day; and when Select Committees are sitting they want their Evidence sometimes by the next day, and the printers are forced to work the whole night. At this very moment, the Crimea Committee is taking evidence which will be sent to the printer at 12 o'clock at night, and he has to get it printed before 12 o'clock the next day; and the Committee sit *de die in diem*. And so with regard to papers which are laid upon the table of the House: it constantly happens that they are sent off to the printer at four o'clock, and often later, with an order to have them printed by the next morning.

439. The night-work in Messrs. Nichols' office is, of course, incessant, because they are obliged to furnish the Votes and Proceedings next morning?—Yes, they begin their work at night, and continue till seven or eight o'clock in the morning.

440. And to a certain extent that observation applies to Mr. Hansard also?—Yes; at this very moment there is an example of it in the case of the Crimea Committee; and, in fact, whenever Evidence is wanted to be printed from day to day, they are obliged to work all night. We translated the words "subject to any revision which may be considered necessary after that period," in this way; viz., the very next year we took off another 10 per cent. in order to reduce it to the terms which the Treasury stated they expected.

441. The result was, that you reduced it from 50 to 20 per cent.?—Yes.

442. *Chairman.*] Will you now turn to the passage in the letter which implies a guarantee on the part of The House, given by The Speaker, that the arrangement was to be permanent in the sense of its continuing for a period of years?—When the Committee determined to reduce the additional 10 per cent., I wrote, by The Speaker's direction, the following letter:—"To Henry Hansard, Esq. Sir,—In 1850, it was resolved by the Printing Committee to reduce the profit charged on composition and reading from 50 to 40 per cent. in 1850, and to 30 per cent. for 1851. The Committee have determined that a further reduction of 10 per cent. is to be made on the same charges, commencing with the Session 1854. In making these regulations for the future, it is considered by The Speaker, after consultation with the Treasury, that the settlement is final, and this assurance is due to your statement of the difficulty of carrying on so responsible a business in perpetual uncertainty." Not a word was communicated to the printer till it was settled

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by Sir Charles Trevelyan at the Treasury. The Committee would not move in the matter till that was settled.

443. What is the date of that letter?—The 15th of June 1853. That was taking off the third 10 per cent. On the same date I wrote a similar letter, in exactly the same words, to Messrs. Nichols. Then, in order to prevent any misconstruction with respect to the right of the House of Commons to deal with it afterwards, The Speaker desired me to write this letter to Mr. Hansard:—"House of Commons, June 1853. Sir,—I am desired by The Speaker to inform you, in answer to your letter of the 15th of June, that a copy of the correspondence relating to the printer's charges for the House of Commons has been laid before the Treasury, and that the substance of the arrangement entered into is acquiesced in by Sir Charles Trevelyan. The explanation of the words used as to 'final arrangement,' is to be interpreted to mean for a term of years, and to place you on the same footing as regards the present agreement, and as binding only, as the settlement of 1832. With this explanation, you may consider the charges as settled according to the terms expressed in my letter, and acknowledged in your answer." The settlement of 1832, mentioned in that letter, left it an open question; but it was to last for a period of years, till The House chose to revise it. I wrote at the same time an exactly similar letter to Messrs. Nichols.

444. *Chairman.*] It meant that the arrangement was not to be disturbed the next year, or for a few years?—Yes; The Speaker having in his mind at the time, that whatever The House or the Government might do as regards the printing generally, might probably not come into operation till the expiration of the Queen's printers' patent. Then I wrote this letter to Sir Charles Trevelyan by order of The Speaker: "Library, House of Commons, 21 June 1853. Dear Sir Charles,—The Speaker has authorised me to inform you of the arrangements which have been made for the future charges of the printers of the House of Commons, Messrs. Hansard and Messrs. Nichols. In the year 1850, the Printing Committee resolved, 'That Messrs. Hansard and Messrs. Nichols, the respective printers of the Journals and other papers, and of the Votes and Proceedings, shall reduce the profit charged on composition and reading from 50 per cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year 1851 (thus reducing the profit of the printers, on work performed by order of The House, 20 per cent. in the course of the present and succeeding year), subject to any revision that may be considered necessary after that period.' In accordance with the view then taken by the Committee, that the settlement was to be subject to revision, a further reduction, to commence with the Session of 1854, has been determined on; this alteration will place the printers of the House of Commons on the same footing as the arrangement made between Mr. Lefevre and the Queen's printers for work executed for the House of Lords, and submitted to the Printing Committee by the Treasury. In enforcing these changes, the acquiescence of the printers has been met with an assurance that the present arrangement is permanent, to endure for some years to come, as the expenses of such establishments demand that there should be some certainty to enable the printers to meet the large quantity of type and the Sessional labour necessary to conduct the business satisfactorily and efficiently. Copies of the answer of the printers to the proposal of The Speaker are herewith enclosed." Sir Charles Trevelyan answered me by saying, "That the arrangement thus made by The Speaker with the printers was satisfactory."

445. Mr. *Wilkinson.*] Then, are the Committee to understand that these arrangements have actually put Mr. Hansard, and Messrs. Eyre & Spottiswoode, on the same footing?—On the same footing as the arrangements made by Mr. Lefevre in 1850. This evidence of Mr. M'Culloch applies to some subsequent proposition which I never heard of before, and which has not been yet brought into operation.

446. I understand you to say, that up to last year the arrangement made with the printer for the House of Commons is upon the same footing as that with the printers for the House of Lords?—Upon the same footing as the arrangement under which Messrs. Spottiswoode print for the House of Lords, sanctioned by the Treasury in both cases, and under a great reduction. It is difficult

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difficult to follow these figures which Mr. M'Culloch gives; 19,000 *l.*, 12,000 *l.*, and 7,000 *l.*, unless I saw the account. The great apparent difference no doubt arises from the difference of wages paid, and the expenses entailed by the peculiar nature of the business. Thus, then, if you deduct money paid in wages, expenses incurred in conducting the business, interest for capital employed, type locked up, &c., it will materially reduce that 7,000 *l.* Mr. M'Culloch has calculated the 7,000 *l.* as a saving of 35 per cent. upon the 19,000 *l.*, as far as I can understand his statement.

447. *Chairman.*] Mr. M'Culloch states that Messrs. Eyre & Spottiswoode, in printing for the House of Lords, have agreed to reduce their charges 35 per cent. Then he takes the expense of printing for the House of Commons during the last year, 1852, amounting to 19,700 *l.*, and reducing it 35 per cent., it brings it to 12,675 *l.*, making a saving of about 7,000 *l.*?—I think he calculates that upon the printing of 1852, taking the sum total of a past year, and he puts against that what Messrs. Spottiswoode would have charged under an arrangement which has not yet come into operation. Unless I see Messrs. Spottiswoode's new agreement, which I have heard nothing of till now, I cannot say a word about it. It has been done during the recess, and I never heard a word of it till I saw it mentioned in this evidence. I cannot therefore give an opinion on the subject.

448. Mr. *Greene.*] The relative amount of the profits of Mr. Hansard and of Messrs. Eyre & Spottiswoode, must depend upon the amount of the fixed charges?—Certainly.

449. Are not the fixed charges of Mr. Hansard higher than the fixed charges of Messrs. Spottiswoode?—I believe not, up to 1854.

450. *Chairman.*] They are about to be now?—Yes, according to the new arrangement.

451. Mr. *Greene.*] You agree that Mr. M'Culloch is competent to give an opinion upon all these subjects?—Undoubtedly. Mr. M'Culloch has the whole accounts of the Queen's printers and House of Commons' under his immediate inspection.

452. I have here a statement by Mr. M'Culloch in February 1853, that Messrs. Eyre & Spottiswoode are allowed only 6 *d.* per hour plus 5 per cent. for corrections, and that Mr. Hansard is allowed 1 *s.* per hour for corrections. Under those circumstances, must not the relative profits be very different?—Yes; but I doubt that 6 *d.* an hour, for corrections, except under the new contract. They have not yet sent into this Committee the papers which Lord Seymour ordered last year; when we get those, it will throw light upon this subject.

453. Mr. *Hamilton.*] It appears that Mr. M'Culloch was not aware of any understanding which The Speaker had with the printers of the House of Commons in 1852; because, in reply to the question, "Can we terminate the arrangement at any time?" his answer is, "It can be terminated at any time"?—I think that Mr. M'Culloch may not be officially aware of it.

454. This question was put to Mr. M'Culloch: "I understand you to say that you are of opinion that it would be fair to offer Mr. Hansard to pay him at the same rate that the House of Lords pay Messrs. Spottiswoode?" His answer is, "Yes, I think that would be a very fair arrangement. I do not see how, in justice to the public, you can well go much beyond that"?—What he proposes in that is a new arrangement, of which I know nothing. All that The Speaker knows at present is, that this was the minimum proposed three years ago by the resolution of the Printing Committee, when the printers were forced to reduce themselves to the sum sanctioned by the Treasury. That was agreed to by the printers, and to a certain extent it was guaranteed for a period of time to them.

455. And an intimation was given to the printers, that they might consider the arrangement in one sense as final; that is to say, as one that was to last during a period of time?—Yes, which was to be limited by the Government or by the feeling of the Printing Committee.

456. Mr. *Greene.*] Do you suppose that the same understanding was come to with Messrs. Eyre & Spottiswoode, as regards printing for the House of Lords?—I asked Mr. Lefevre, and he told me not. But the printing for the House of Lords is only about a fiftieth part of the business of Messrs. Spottiswoode, whereas

whereas the printing for the House of Commons by the House of Commons' printers is all that they have to do. The printing for the House of Lords is probably about 5,000 *l.* or 6,000 *l.* a year, and it is upon that sum that they are working, under the new arrangement of which Mr. M'Culloch speaks; but the whole amount of their printing for the public is probably 50,000 *l.* a year. When you include the printing of Acts of Parliament, and all the business they have under their patent, the printing for the House of Lords is, as compared with that, a mere nothing.

457. I find that in Answer 14, Mr. M'Culloch says, "Recently, or within this fortnight, Messrs. Eyre & Spottiswoode have agreed to reduce their charges, as printers for the House of Lords, nearly to the level of their charges as contract printers, and there will in future be a reduction made from their bills at the rate of about 30 per cent." ?—That gives the date at which this is supposed to begin. It was after the last Session of Parliament; that is the reason we have no knowledge of it. The difference between the two propositions is this: The contract printing for Government of Messrs. Eyre & Spottiswoode is very large, from 15,000 *l.* to about 20,000 *l.* a year; the patent printing is very large and profitable; the House of Lords' printing is a mere matter of 5,000 *l.* or 6,000 *l.* more, upon the top of the immense business of another description; therefore it is the minimum quantity upon which a supposed reduction of 30 per cent. is taking place, and not upon the aggregate of the business. But when Mr. M'Culloch proposes to apply that in the manner he proposes here, it is important to observe, that the printers of the House of Commons, who have no other business at all but the printing for The House, are in a different position to that of printers who hold a valuable patent, and a large contract for Papers and Reports, of which unlimited numbers are printed, and which work spreads more equally over the course of the year.

458. Mr. *Vernon*.] Do you consider that the arrangement which has now been entered into by The Speaker, at all bars The House from making any change?—I have no right to say that. I can only say that the Printing Committee and The Speaker considered that this arrangement, sanctioned by this correspondence and with that interpretation to the words "permanent arrangement," barred any alteration for the present.

459. Mr. *Hamilton*.] Will you turn to Question 189. Mr. M'Culloch is asked, "Is there any peculiarity in the printing for the House of Commons, which makes it necessary that the House of Commons should pay a larger sum in proportion than what is paid by the House of Lords?" The answer is, "No; on the contrary, I think the House of Commons' printing should be done for less, comparatively, than the printing for the House of Lords; for this reason, that the House of Lords print generally short numbers, so that the printers have very little profit out of press-work." Do you concur in that opinion?—That is rarely the case. I will just explain the matter. There is no peculiarity or distinction between the two Houses in that respect, except that the quantity which the House of Commons print quickly is much more than the quantity which the House of Lords print quickly. But with respect to the statement that the House of Lords generally print short numbers, and that the House of Commons print long numbers, that is noticed in one of the Returns before this Committee, showing the numbers printed. The Printing Committee have reduced the whole of the House of Commons' printing to 1,000 numbers of each Paper. Now that is one cause of the reduction of the profits of the printer. We hardly ever print more than 1,000 copies of any Paper, and 1,250 of Reports of Committees, unless there is some particular reason. We seldom print 1,750, or 2,000, or 3,000; those numbers of 1,750, 2,000, 3,000, and upwards, hardly ever arise in the House of Commons' printing, and only in case of special application, and of very rare occurrence.

460. Is not there also the peculiarity of the great pressure which takes place with respect to the House of Commons' printing, which seldom takes place with regard to the House of Lords' printing?—The whole of the printing for the House of Lords, in the shape of the printing of Bills, accounts and papers, and returns (which is all they have to do now exclusively for the House of Lords), cannot be a large sum a year; and it is only upon that sum that the 30 per cent. reduction that Mr. M'Culloch speaks of operates, and there is no pressure

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in the House of Lords' printing. The Returns moved for in the House of Lords are printed leisurely; there is no night-work at all.

461. Mr. *Wilkinson*.] I understood Mr. M'Culloch to say that this reduction referred only to one portion of the work; does not that appear to be his statement?—The greatest charge of the printer was that upon composition and reading; and when the Printing Committee asked the Treasury upon what they should strike hardest in order to effect a reduction, that item was pointed to. Then we asked what should be the amount to which we could reduce, and were told that 30 per cent. would be an enormous reduction; that that was the largest item.

462. Mr. *Hankey*.] Is all the work that is done by Messrs. Eyre & Spottiswoode in connexion with the House of Commons printing the Acts of Parliament?—They print the Bills. The Printing Committee made this arrangement in order to save expense, that the House of Lords' printer should print the Bills which were laid upon the table of the House of Commons, and keep the type standing till the Bill went through the House of Lords, in order to save the double setting of the type; and that the same type should serve for the Acts of Parliament; therefore they print for us to that extent.

463. All that Messrs. Eyre & Spottiswoode print for the House of Commons is the Bills and the Acts?—The Acts are printed, not for the House of Commons, but as Queen's printers, under the patent. The Bills are the order of the House of Commons; the Acts they have by patent.

464. But they have nothing to do in connexion with the House of Commons but the Bills?—No.

465. I understand that by an arrangement which was finally concluded in 1853, Messrs. Nichols and Mr. Hansard were placed precisely on the same footing?—Yes, precisely, so far as regards that reduction.

466. And according to your understanding, that was considered to be an arrangement which it was not competent for the Printing Committee to alter for a certain number of years after 1853?—Certainly, that was the understanding of the Printing Committee, carried into effect by The Speaker, and sanctioned by the Treasury.

467. *Chairman*.] How long is it since we reduced the number printed to 1,000?—Here is a return which I have had made for the Committee, which shows some error in Mr. M'Culloch's statement about these numbers. In the year 1848, out of the Sessional Papers which we printed, 344 were 1,000 copies; and in 1854, 330. Those of which we printed as far as 1,150 copies in 1848 were 92, and those which got up to 1,250 were 79; therefore we only printed of 79 papers as many as 1,250; of 92 papers as many as 1,150; and of all the rest, with few exceptions, the number printed was 1,000.

468. When did we make the reduction of number, limiting it to 1,000?—In 1849 or 1850.

469. Since that time have you found any demand for any extra number of papers beyond the 1,000 which were printed?—Whenever I think there can possibly be an extra demand for sale, owing to any public department wanting the paper, I allow 1,000 copies to be printed, and insist upon the type being kept standing till such time as we see what is wanted. In cases where more are printed, it is by order of Committees, or direct application from some department of Government, or when the public demand for sale has become certain.

470. As a matter of fact, has the 1,000 been found to be sufficient, or has more been constantly demanded?—It has been found quite sufficient.

471. But you would not like to limit the number below 1,000?—No; it takes 700 to deliver to the House of Commons, and about 100 for permanent sets in offices; that makes 800; and about 100 for sale to subscribers; that makes nearly 900; so that we only keep a margin of 100 of each paper above the regular demand for store and casual sale.

472. Are you acquainted with the extent of demand made for the Reports of the Royal Commissions which are issued from time to time?—The Printing Committee had a correspondence with Sir Charles Trevelyan about it, stating that while the House of Commons were anxiously preventing useless printing, to limit the quantity annually presented to Parliament, they found that there was

was a growing quantity presented by Command each Session, till the ratio was nearly inverted; for the printing of papers by Command has reached about 12,000 *l.* to 15,000 *l.* a year, while the printing of the House of Commons has been reduced from 35,000 *l.* to 24,000 *l.*, and the amount printed by Command was rapidly increasing. Sir Charles Trevelyan then undertook for the Treasury to communicate with every Commission, and to prevent the unlimited manner in which they were then exercising the right of employing the presses of the public; but Parliament has no power over it, nor any direction.

473. When papers are laid upon the table of The House by Command, what is the general rule as to the number printed?—There is no rule; The House has no power. I have a Return, laid before the Printing Committee in 1850, of the number which had been printed for the various Commissions, the number being entirely at their own discretion, or in that of a Secretary of State, or in that of some authority from the Treasury, and that was so unlimited, that it reached, in one case, to 10,000, often to 4,000, and sometimes to 5,000; and that surely makes a great difference in the profit of the contract printers over the Parliamentary printers, who are limited by the authority of The House.

474. Who regulates the number; does the department which lays the report upon the table, or does the Secretary of the Treasury?—I do not think the Secretary of the Treasury is solely responsible; because, I think the Secretary of State for the Home Department, and the other Secretaries of State, can give an order to use the presses when commissions are appointed which are under their authority. The determination of the number to be printed lies between the Secretaries of State and the Commissions themselves; Parliament has no voice in the matter. All that is presented to us out of the number that the Commissions print, is the exact number for delivery to the Members; and as these Papers, though not moved for in either House, are delivered under the authority of the Crown, there cannot be less than 1,500 copies for the two Houses. It is hardly fair to call this Parliamentary printing, neither House having any control over quality or quantity.

475. Mr. *Hamilton.*] They come to Parliament printed?—They come to Parliament printed. We have the number necessary for delivery to The House; all the rest is beyond our cognizance.

476. Mr. *Thornely.*] Has the Printing Committee any direction upon the subject?—The Printing Committee has no power over papers presented by Command.

477. Mr. *Greene.*] Will you explain the constitution of the Printing Committee?—The Printing Committee is appointed to assist The Speaker. He has the responsibility devolved upon him by The House; and he declines having the responsibility entirely upon himself, without a Committee being appointed to assist him, whom he may call together from time to time in case he finds it necessary in conducting the business.

478. For practical purposes the responsibility rests upon The Speaker?—For practical purposes the responsibility rests upon The Speaker.

479. Mr. *Crossley.*] Is there any check upon the quantity printed?—Not over Papers presented by Command.

480. By any one?—They can answer that themselves; I do not think there is.

481. Mr. *Wilkinson.*] Is not a check exercised by the Examiner of Printing at the Stationery Office?—I think that he has no authority over what shall be printed or the quantity, but only over the paper used, and the prices, and the settlement of the bill at a scale appointed for the parties.

482. Mr. *Crossley.*] You said that the printing for the House of Commons goes on through the whole of Sunday; is there any reason why Sunday should not be considered as if it never existed, so far as the work of the printer is concerned?—It does not always go on on Sundays; it is only when there is a pressure from Friday to Monday. When Committees will have their evidence out on Monday, and sit on Saturday, there is no alternative. Sometimes they have heavy Evidence to clear up from Friday night.

483. Mr. *Wilkinson.*] Can you state whether the reduction of which you have spoken was upon the whole cost of the printing, or only upon a portion of it?—The greater part of the charge or profit which the printers make, I understand, is upon the wages of composition and reading. Out of 2,000 *l.* charged for printing, I suppose 1,400 *l.* would be for those. Upon those they did formerly

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formerly charge 50 per cent. profit, which is now reduced to 20 per cent. That is the great profit; and it is supposed to include the charge for interest of money, wear and tear of material, type locked up, and other incidental expenses, &c. &c. It is a charge based upon the scale by which the trade estimate their mode of compensation.

484. But if that reduction is upon a portion only of the business, it makes a great difference as to the cost; can you state whether the reduction of which you have been speaking was a reduction upon the whole cost of printing, or only upon a portion of the cost?—The reduction was upon the amount of wages paid; the compositors' and readers' wages. The bill of printing charges, exclusive of lithography and binding, upon and account of 21,000 *l.* to 24,000 *l.* would be about 15,000 *l.* or 16,000 *l.*, over two-thirds of which the reduction would extend.

485. Then the reduction is only upon a portion of the whole charge, viz., upon 15,000 *l.* out of 24,000 *l.*?—Yes, about five-eighths of the whole. But except the profit of correction, that is the whole profit, because it is all money out of pocket; and it is upon the payment of wages that the trade regulate what shall be the profit to cover all charges.

486. Is not there labour employed in press-work?—That is in addition to compositors' and readers' wages.

487. Is there no other work of the printers which comes into the cost besides composition?—Nothing, except the corrections.

488. Mr. *Crossley*.] Then, if I understand you rightly, the reduction you have spoken of, from 50 per cent. profit down to 20 per cent., is upon the composition, and upon nothing else?—Upon the composition and readers' wages.

489. But not upon the corrections?—Not upon the corrections.

490. Not on the press-work?—No.

491. Not on the sewing and covering?—No; the sewing is another charge.

492. The reduction is merely upon the composition, and not upon anything else?—Yes.

493. Mr. *Greene*.] The corrections are still paid for at 1*s.* an hour?—Yes.

494. Mr. *Hankey*.] Did what you stated with reference to the arrangement for reduction made in 1853 apply to the bills of Messrs. Eyre & Spottiswoode?—Yes.

495. *Chairman*.] Do you know what becomes of the waste paper and the stock in hand; whether it accumulates to any great extent?—The Speaker, for the last 10 years, as far as the House of Commons is concerned, has been trying to diminish it by sale. That was what first led us to print only 1,000 copies. It was found to accumulate to such an extent that we had to hire warehouses to hold it. In order to reduce the expense of warehouses, in four or five years, from 1848 to 1853, he had a very large quantity of waste sold, which was carried to the account of the Treasury, in diminution of the printers' bill. Now it does not accumulate on us so fast, owing to the smaller number we print of every paper. We shall give notice this year to get rid of three warehouses which formerly held the stores, and we desire that the stock of such stores should now be deposited at the Stationery Office; and warehouses are building in Princes-street for that purpose.

496. Shall you sell it?—We shall place it in store at the Stationery Office, to be sold, under the directions of The Speaker, from time to time, under his control.

497. And that is done periodically?—That is done periodically.

498. Mr. *Gregson*.] Observing the estimate for printing and stationery for the Houses of Lords and Commons, and all the departments, to be 255,000 *l.* a year, can you suggest any efficient check upon this with a view to reduce the expenditure?—The whole amount that ever comes under the control of the Printing Committee of the House of Commons is, upon the average, about 24,000 *l.* a year. We have no control beyond that, nor any cognisance of it in any way.

499. Can you suggest any check, either at the Treasury or elsewhere, by competent authority, to diminish this expense?—I suppose it could be done at the Treasury; or the Houses of Parliament might appoint Committees, which should regulate all that should be printed. The annual expenditure for the House of Commons printing, from 1848 till now, has been about 23,000 *l.* to 25,000 *l.*, with the exception of one or two very heavy years.

500. In

500. In a paper before the Committee, the printing for both Houses is stated to amount to 99,000 *l.* a year; what does the difference consist of?—That includes the Acts of Parliament, &c., of which we know nothing.

501. Mr. *Crossley.*] The amount of 23,000 *l.* does not include the paper?—No.

502. Is the expense of printing for the House of Commons increasing or decreasing?—It is decreasing; it averaged seven years ago 37,000 *l.*; it is now reduced to 25,000 *l.* or 26,000 *l.*

503. Within the last five years, has it been increasing or diminishing?—It keeps at about 25,000 *l.*; it had gone down to 23,000 *l.* in 1852, but was more in 1853, owing to a new Parliament; in 1854, it again decreased to 24,000 *l.*

504. Mr. *Wilkinson.*] How is that regulated?—It all depends upon the number of Select Committees. The great reduction has been effected by stopping the printing of unnecessary papers, and printing only abstracts. We now print a great quantity of papers only in abstract, in which we give the results of large papers, instead of printing them *in extenso.*

504. Have you received any communication from Messrs. Nichols or Mr. Hansard, with reference to the subject referred to this Committee?--The printers have written a letter to The Speaker, which I am desired by him to hand in to the Committee.

506. And that letter gives the printers' view of the arrangement which was recently made with reference to the payment to be made to them for printing?—Yes.

[*The same was delivered in and read, as follows:*]

Sir, 5 March 1855.

We beg most respectfully to call your attention to the subject of the Printing Charges for the House of Commons. A Select Committee, as your Honour is aware, is now sitting "to consider the cheapest, most expeditious, and most efficient mode of providing for the Printing required for the Houses of Parliament and the Public Service;" and we understand that evidence has recently been given before that Committee by the Comptroller of Her Majesty's Stationery Office, in which he disputes the equity of the terms under which we at present execute the printing for this House; and recommends such alterations as would completely annul the arrangement of charges to which we consented in 1853, in accordance with your Honour's suggestion, and with the acquiescence of Her Majesty's Treasury.

Your Honour will recollect that we have recently submitted to three successive reductions, amounting in the whole to 30 per cent. upon composition and reading, which form, by far, the largest proportion of our printing charges; and that the last reduction in 1853 was made upon the express understanding that this arrangement should be considered final; that is, that it should not be disturbed for a term of years.

Having so recently made these sacrifices, and having received the accompanying assurance of the intended continuance of the arrangement, we beg to represent to your Honour how prejudicial and unjust to the printers is a renewed attack upon their charges; when no material lapse of time has hitherto taken place, and no change of circumstances has occurred, except such an increased dearness of many materials of their trade, and of the general necessaries of life, as is sensibly to the disadvantage both of the workmen and their masters.

We therefore take the liberty to solicit your Honour's attention to this subject. We enclose the Report of the Committee of 1850, and the subsequent communications with your Honour thereon; and we humbly beg that your Honour will take such measures as you may deem fit, to bring these facts before the attention of the Select Committee.

We have the honour to be,

Sir,

Your most obedient and faithful Servants,

(signed) *Henry Hansard.*
J. B. Nichols & Sons.

To the Right Honourable The Speaker,
&c. &c.

Martis, 13° *die Martii*, 1855.

MEMBERS PRESENT.

Mr. Walpole.	Mr. Crossley.
Mr. Greene.	Mr. Hankey.
Mr. Gregson.	Mr. Muntz.
Mr. Thornely.	Mr. Walter.
Captain Vernon.	Mr. Craufurd.

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

Thomas Vardon, Esq., called in; and further Examined.

T. Vardon, Esq.

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507. *Chairman.*] WILL you have the goodness to enumerate to the Committee the different items of printing which are done under the authority of The House?—The Votes and Proceedings, with Appendices, the Journals of the House, the Reports of Select Committees, the Bills, and the Accounts and Papers laid upon the table of the House.

508. And the Reports of Commissioners?—No; we have nothing to do with them now, as far as the control of the Printing Committee goes.

509. With respect to the Votes and Proceedings, I understood you to say that there are 1,000 copies usually printed under the new arrangement?—The number of copies printed of the Votes and Proceedings far exceed 1,000.

510. What do those Votes and Proceedings amount to in one year in printed volumes?—Last year they amounted to 10 printed volumes, including the Divisions.

511. Do you think that all those printed volumes are really useful, and are required either for the information of The House, or of others?—I think that many of them might be curtailed, and the form of printing so changed as to make them occupy a much less space.

512. In doing that, you would probably think the printing of them had better be under the control and management of the Printing Committee?—Certainly.

513. Both to regulate the number printed, and the way in which they should be generally promulgated?—Yes.

514. As to Reports upon Petitions from the Petitions Committee, how many of those are usually issued?—They are delivered to every individual Member and to the public offices; that takes between 800 and 900, without those which are sold as part of the Proceedings with the Votes.

515. Do you know how many volumes they form in a year?—They form two volumes. There were two of Reports last year, and one of Appendix.

516. You probably would think that they should be under the control of the Printing Committee in the same way as the Votes and Proceedings?—Only as far as regards the mode of printing, but not to interfere in any way with the discretion of the Committee on Public Petitions as to what should be printed.

517. Can you give the Committee any information as to the number of subscribers there are to the Votes and Proceedings independently of the Members?—There are upwards of 360.

518. Do you know what those subscribers pay for the copies of the Votes and Proceedings delivered to them?—It is an annual sum. I think three or four guineas for the Votes and Proceedings, including the cost of forwarding.

519. Do you know what they are entitled to for the three or four guineas a year which they pay?—It includes the Public Petition Reports, and the rest of the Votes and Proceedings.

520. Is there any further payment made by those who take in the Votes and Proceedings besides the sum you have mentioned?—No, it is a subscription price for the Session; but each person can buy the Votes of each day.

521. Will

521. Will you furnish the Committee with information as to the price that is paid, and what they are entitled to for that sum?—Yes, as follows:

	£.	s.	d.
For Parliamentary Papers - - - - -	12	12	–
Daily Votes and Proceedings - - - -	1	10	–
Reports on Petitions, and Appendix to the Votes	1	–	–
Forwarding - {Parliamentary Papers - £.1 – –} / {Votes and Appendix – 10 –}	1	10	–
£.	16	12	– the whole Set.

These several Papers may be subscribed for separately.

The charge for delivering in town is from 15 *s.* to 2 *l.*, according to the distance. Any Day's Votes, or Report, or Parliamentary Paper, may be had, at the rate of One halfpenny per sheet of four pages. Maps and Plans at the rate of 3 *d.* per half-sheet; 6 *d.* per sheet, and 1 *s.* for all larger sizes.

522. Mr. *Gregson.*] Is not there a further payment to the extent of 10 guineas?—The payment of 12 guineas includes the whole set of Sessional Papers, but a person can subscribe for the Votes separately.

523. *Chairman*] If you subscribe to the extent of 10 guineas you are entitled to the delivery of all the Parliamentary Papers?—For 12 guineas.

524. Does that include the Votes and Proceedings, with Appendices, the Journals of The House, the Reports of Select Committees, the Bills, and the Accounts and Papers laid upon the table?—It does not include the Votes, &c., or the Journals.

525. Does it include the Reports of Commissions also?—Yes.

526. Everything that is delivered to the Members?—Yes.

527. Mr. *Thornely.*] The Votes and Proceedings and the Bills go free of postage?—Yes, to Members, if posted at the House; the public are charged at the rate of 1 *d.* for every four ounces.

528. *Chairman.*] As to the Bills, can you state the number printed?—The number of Bills ordered to be printed is always indefinite; because it depends upon the circulation through the country, and it depends upon the number of reprints of the Bill in its progress through the House with amendments, because when a Bill is amended and reported a fresh delivery takes place to the whole House; so that some Bills which are much disputed in the House are reprinted three times, and that necessarily involves three deliveries of 700 each to The House alone.

529. Are there not a great many Bills printed which come to nothing, but which are circulated in the country, and are printed probably for the purposes of that circulation?—Very fortunately a great number of them come to nothing; two-thirds of the Bills which are printed never become law.

530. As to the Reports of Select Committees, the Report and the Evidence, with all the Tables in the Appendix, are usually printed?—They are set up in type for the use of the Committee, and when the Committee report to the House, all the Papers which they present to the House, and which are included in the Appendix to their Report, are usually printed.

531. Are there not a great many of those Reports, including in the Report the Evidence and the Appendix, which in point of fact become really waste paper, and are never used by the Members at all?—I think that some of the Appendices to the Reports of Committees are of such a nature, that if they were left out in the printing, it would relieve the volume itself for its general circulation from the dead weight of that which the public would not even desire to know, and that after the Committee have done with it, and have made their Report, the Appendix might often very advantageously be left unprinted for the public, or for delivery to The House.

532. How many copies of those Reports are printed?—They vary. The usual number is 1,250; but, if the Chairman thinks it likely to create much interest, he advises an increased number, to which the Speaker usually consents. When more are wanted than that number, which happens in such cases as a Committee on the East India Company or the Bank Charter, or any other particular Committee with respect to which it is thought that the Papers will be much wanted for sale, and circulated throughout the country, then, in certain cases, the number is 1,500 or 1,750.

533. Do you mean to say that the Chairman of the Committee usually

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reports the number which in his opinion ought to be printed?—Yes. When such cases occur as those I have mentioned, he asks to increase the number.

534. Does the Chairman follow any rule as to the number that may be required, or how does he usually act, as far as you know?—The Chairman is guided by his own opinion and that of the Committee, whether it will be much wanted for circulation in the country. In the case of such a Committee as the Coal Mines, the Report is much asked for in those districts; and in the case of the Committee on the Affairs of the East India Company, the East India Company send to us, and say, "If you will let us have 600 copies while the type is standing, we shall be obliged;" they paying the expenses.

535. But you think that often more copies are printed than are usefully required?—I think so, previous to 1848.

536. Might it not be advantageous to give to the Printing Committee a joint voice with the Chairman in recommending to The House how many copies of the Report should be printed?—The check at present is vested in the hands of the Speaker.

537. With regard to the Reports of Commissions, do they fall within your department?—They do not fall in the least within my department, as to the expense of printing, or the number printed. I often communicated with Mr. M'Culloch upon that subject. What I complain of, as far as the House of Commons is concerned, is, that while we have no control over what shall be printed, or the quantity that is printed, still it is all called Parliamentary printing. If the Speaker and the Printing Committee had any control over those Papers, a large proportion of the Papers laid upon the table of the House would not be printed at all, and if printed, the number of copies would rarely exceed 1,000 or 1,250; all the copies printed above that number are for the various commissions to distribute: they may be necessary for the public, but they ought not to be called Parliamentary printing.

538. Do you know what number of copies are usually printed of Reports of Commissions?—They vary; sometimes 1,750, in other cases they amount to 2,000, to 3,000, to 4,000, to 5,000, and in one case to 10,000.

539. What was that?—The Privy Council of Education; the other cases were for the Board of Health.

540. Who regulates the number which is ordered to be printed?—Who ought to regulate it I do not know; it is not Mr. M'Culloch. The Commissioners on being appointed are put in communication, I suppose, with the contract printers, and directions are given as to what they shall print, and how many they shall print, either by the power of the Secretary of State being delegated to the Commissioners themselves, or by a separate Order of the Treasury, or the Secretary of State under whose department the Commission is.

541. As to the Promulgation of the Statutes and the Reports of Commissions, I gather from you that you are of opinion that there are more printed than are required, but that the detail with reference to these two subjects can better be given by Mr. M'Culloch than by yourself; and with reference to the other point, you think that the best check upon the printing of the Votes and Proceedings, the Journals, the Bills, the Reports of Select Committees, and the Accounts and Papers, would be to place it under the control of the Printing Committee, and that the Printing Committee might advantageously exercise greater control, as to all those matters, than perhaps they do at present?—The printing of Votes and Journals is under the direct control of the Speaker, as Speaker; but, in regard to other printing, it will require an extension of the powers of the Printing Committee, or instructions from The House to take these subjects into consideration.

542. Such an extension of the powers of the Printing Committee you would recommend?—Certainly.

543. You think that would be the best means of checking any unnecessary number of copies of those matters being printed?—I think so.

544. Mr. *Gregson*.] You stated in your evidence on the 6th instant that the printing for the House of Commons costs about 25,000 *l*. a year. By a Return delivered this morning the expense of the printing of the House of Commons in 1853 seems to be 65,000 *l*.; what did you mean by 25,000 *l*.?—I meant the amount which comes within the control of the Printing Committee, and the large amount of Parliamentary printing not at present referred to them is the reason why the powers of the Printing Committee must be extended, if the House should think these matters should be controlled by them.

545. The

545. The 25,000 *l.* is limited to matters which come under the control of the Printing Committee?—Under the direct control of the Speaker and the Printing Committee. The other sums are for the Votes and the Journals, and other matters which are not referred to the Printing Committee. *T. Vardon*, Esq. 13 March 1855.

546. *Chairman.*] And that applies also to the Reports of Commissions and the Promulgation of the Statutes?—Yes. The papers laid on the table of the House by what is called the "Command of Her Majesty," Reports of Commissions, and Statute publication, are totally unregulated by Parliament, and not within the present powers of the Printing Committee.

547. How often does the Printing Committee meet?—The Printing Committee is appointed at present to assist the Speaker, in relation to Papers and Accounts laid upon the table of the House in manuscript. Practically the way in which it works is this, that he every day at 12 o'clock sees all the Papers laid upon the table of the House the night before, and, under the general rules which the Printing Committee have laid down, orders them to be printed *in extenso* or in abstract, as the case may be. When he wishes to control or to stop any printing which he thinks irregular, he consults with the Chancellor of the Exchequer and other members of the Committee, who come to him in the morning at 12, without summoning the Committee, on purpose to consider the question. Whenever there is any grave question or matter to be considered, or any variation to be made in the practice of the Committee, then the Committee is summoned, which generally happens about two or three times in the year.

548. The Speaker acts usually upon the known rules of the Printing Committee which they have laid down, but when a special case occurs the Printing Committee is summoned?—Yes. The Speaker acts always with the concurrence of the Chancellor of the Exchequer and the Secretary of the Treasury, or the representative of the Government department which has laid papers on the table in answer to orders or addresses.

549. Mr. *Greene.*] Then the Printing Committee, as regards its responsibility of assisting the Speaker in determining the papers which shall be printed, has nothing to say as to the cost of printing?—It is a standing Committee to assist the Speaker in determining what shall be done with the accounts and papers which are laid upon the table of the House.

550. *Chairman.*] With respect to some of the papers, they do not determine either the number to be printed or the form?—They determine only the number and the form of those papers, which, having been laid upon the table of the House, are subject to their control.

551. Mr. *Greene.*] It appears from the Report of the Select Committee upon Printing, in the year 1850, that a Committee was appointed to assist Mr. Speaker to exercise authority as regards the regulation of the prices of printing?—Upon that occasion the Treasury referred it to the Speaker to take into consideration the prices paid for the printing, and he did not choose to deal with it upon his personal responsibity, but summoned the Printing Committee to assist him (although it is not within the exact words of the reference), the Chancellor of the Exchequer being one of the Members of the Committee.

552. In the recent arrangements with Mr. Hansard, did the Printing Committee exercise any responsibility?—Yes; the Printing Committee met several times.

553. When Mr. Hansard made a reduction in his charges for printing recently, and the understanding was that that arrangement was to be continued for a series of years, did the Printing Committee exercise any influence upon that occasion?—The reductions which have been made are 30 per cent. during a period of three years, in accordance with the views of the Printing Committee when that Report was agreed to.

554. But since the year 1850 the Printing Committee have not interfered upon that question?—Not since the year 1850, since which period the Committee have acted upon that Report.

John Ramsay M'Culloch, Esq., called in; and further Examined.

555. *Chairman.*] DO you adhere to the opinion which you expressed on a former day with reference to job-work, that the contracts relating to that work might well be altered?—Yes, I adhere firmly to that opinion. *J. R. M'Culloch*, Esq.

556. You think that work of that description might be better, more expeditiously, and more cheaply done if some alteration such as you then suggested were made in the contract?—I would not undertake to say that it would be more

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more cheaply done; but I am certain that it would be much better done, and done more according to time, and, taking quality into account, I believe that it would be quite as cheaply done.

557. I desire to call your attention to two subjects which have been referred to in the evidence of Mr. Vardon; first, as to the Promulgation of the Statutes; and, secondly, as to Reports of Commissioners. I wish to ask, with reference to the Promulgation of the Statutes, what number are now ordered to be printed, what number is usually circulated, and what is the annual expense of the promulgation of those Statutes?—I beg to say, in answer to that question, that Messrs. Eyre & Spottiswoode ought to have furnished a detailed account with respect to the promulgation of the statutes for last year, which they have not yet furnished. But, in order that you might have the subject pretty well before you, I have brought here a memorandum respecting the Promulgation of the Statutes for 1851; and I believe that in the interval very little difference has occurred. If you please, I will read this memorandum.

MEMORANDUM on the Cost of supplying Acts of Parliament.

I. The Acts are printed by Messrs. Eyre & Spottiswoode, under their patent, which was granted for 30 years from 21st January 1830, and which consequently expires on the 20th January 1860. But the patent allows the Lords of the Treasury to regulate the prices to be paid for the Acts; and the prices now paid were fixed by Treasury Minute of the 24th May 1833, when they were greatly reduced and rated as follows; viz.,—

	per sheet. s.	d.
PUBLIC ACTS.		
Pott folio, in single Acts, under Promulgation Order	–	– ¾
Supplied to public offices	–	1
Sold to the community	–	1 ½
Demy 4to., continuous edition, under Promulgation Order	–	1 ¼
LOCAL AND PERSONAL ACTS, AND PRIVATE ACTS.		
Under the Promulgation Order	–	2 ¼
And to the public offices and the community	–	3

II. The distribution of the Acts is fixed by Resolutions of the two Houses of Parliament, the Printing Committee, the Secretaries of State, and the Treasury.

In 1851 the Promulgation List was as follows; viz.,—

SUMMARY OF THE PROMULGATION LIST OF 1851.

PUBLIC GENERAL ACTS.	folio.	
Under sheriffs	89 sets.	
Clerks of the peace	112 „	
Courts of justice	223 „	
Chief magistrates	384 „	
Chief magistrates of boroughs	181 „	
Lord Chancellor	1 „	
House of Peers	121 „	
Speaker of the House of Commons	1 „	
House of Commons	681 „	
Public offices	136 „	
Colonies	118 „	
TOTAL	2,047	sets, of 312 sheets each.

PUBLIC GENERAL ACTS.	quarto.	
Resident acting justices of England	1,954 sets.	5,171 sets.
House of Peers	300 „	
Public service in Ireland	870 „	
TOTAL	3,124	sets, of 79 ½ sheets each.

Local and Personal Acts – – 231 sets, of 658 sheets each.
Private Acts – – – – 231 sets, of 178 „

N. B.—The 118 sets of the folio Acts for the colonies, and the 870 sets of the quarto Acts for Ireland, are not included in the Promulgation Order; but as they are supplied at the same prices by agreement with Messrs. Eyre & Spottiswoode, they are included in the above list.

III. The 5,171 sets of Public General Acts distributed in 1851, consisting of 2,047 sets in folio, and 3,124 sets in 4to., cost for printing, paper, and publishing, 3,290*l.* 19*s.* 3*d.*, and deducting

deducting the allowance for publication, amounting to 498*l.* 19*s.* 1*d.*, the printing and paper cost, together, 2,792*l.* 0*s.* 2*d.*

	£.	s.	d.
But had the same Acts been all printed in folio at Messrs. Eyre & Spottiswoode's contract prices, on paper furnished by the Stationery Office, they would have cost - - - - - - - -	1,847	11	3
Had they been all printed in 4to, as above, they would have cost -	962	15	5
And had they been all printed in 8vo., as above, like Messrs. Eyre & Spottiswoode's 8vo. Acts, they would have cost - - - -	648	9	5

During the same year the Local, Personal, and Private Acts, which are all in folio, cost, exclusive of 452*l.* 12*s.* 3*d.* allowed for publishing, 1,151*l.* 12*s.*

But had they been printed in the same size and form at Messrs. Eyre & Spottiswoode's contract rates, on paper supplied by the Stationery Office, they would have cost only 570*l.* 11*s.* 8*d.*

In addition to their charge for publishing, Messrs. Eyre & Spottiswoode charged 548*l.* 16*s.* 2*d.* for distributing the Local, &c. Acts, besides various sums for binding.

It is obvious from these statements that a very great reduction might be effected in the cost of Acts of Parliament.

I would beg the particular attention of the Committee to this: Messrs. Eyre & Spottiswoode print the Acts on their own private account in octavo; and if the Acts had all been printed in octavo like those which Messrs. Eyre & Spottiswoode print on their own private account, instead of costing 2,792*l.* they would have cost only 648*l.*

558. I gather from the statement which you have read, first of all, that there are three sizes for those Acts of Parliament, folio, quarto, and octavo?—Yes; but the octavo is not printed at the public expense.

559. There are two sizes printed at the public expense, and one printed for the public, but not at the public expense?—Precisely.

560. Taking the year 1851, if the size which is printed for the public, but not at the public expense, had been adopted, and all the Acts had been printed in that size, it would have made a difference to the public of 2,144*l.*?—It would have made that difference in 1851.

561. And if the Acts had been all printed in the uniform size of quarto, that would have made a saving to the public of 1,830*l.*?—Precisely.

562. And if the Acts had all been printed in one uniform size of folio, there would still have been a saving to the public of 945*l.*?—Yes.

563. The first thing that occurs to one on reading these figures is this: whether there is any necessity for keeping up the different sizes of the Acts of Parliament; and if there is any necessity for keeping them up to some extent, whether there is any necessity for keeping them up to the same extent as hitherto?—No. If I may venture to give an opinion, I should think that as the Bills are printed in the folio, and, as I understand, the folio size is found to afford facilities to gentlemen correcting Bills, perhaps it may be right to continue the folio size for part of the Acts, the Acts themselves being merely the Bills corrected. But I cannot see what use there is for the quarto size. It would be a great saving to the public if all those Acts which are distributed in quarto were distributed in octavo.

564. Is there not a difference of matter between the folio and the quarto; has not the quarto marginal notes and indexes, which are not in the folio?—I never look into the folio Acts myself, and I am not very sure about that. But there would be a large saving to the public by dismissing the quarto altogether, and substituting octavos for the quartos.

565. Would you not by that means break up a great many sets which are now deposited in different Public Departments, by giving them in future Acts of Parliament of a different size?—I would not break up any set, but I would terminate all the quarto sets. Let them terminate with the year 1855, for example, and then begin octavo sets.

566. And have all the sets in future octavo?—In folio and octavo.

567. In short, you would prefer them all of one size if you could have them?—I would not prefer the folio size, because that is the most expensive; but I think you may allow the folio to be continued for certain purposes, because you have no cost of composition for that. You might continue that to the great Officers of State, and let the others satisfy themselves with the octavo size.

568. Is there any necessity for printing the great number of Personal and Private Acts which is now printed?—I do not know that there is any abuse in respect of those, because they are paid for by fees. I understand that the fees

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are more than equivalent to the expense of printing them, but of course that is no reason why you should not reduce the expense of printing them if you can.

569. You have stated that the allowance for publishing such Acts was about 452*l.* in 1851. What is that remuneration given to Messrs. Eyre & Spottiswoode for?—That is for publishing.

570. But there is another charge for distribution?—That is for distributing the Local and Personal Acts.

571. The allowance for publishing the General Acts is 452*l.*; what is that intended as a remuneration to Messrs. Eyre & Spottiswoode for?—I suppose they consider themselves like booksellers. Booksellers, when they sell any work, always get a per-centage upon the sale. I do not know that Messrs. Eyre & Spottiswoode have any just or well-founded claim to this; but this is part of the bargain which the Government made with them.

572. Are not they fully remunerated for the printing?—I should think a great deal more than remunerated; but this is part of the agreement which the Government and a Committee of this House made with them in 1833.

573. And that agreement continues until 1860?—That agreement, unless you interfere with it, continues to 1860.

574. It is under a patent which they have?—When they were reduced in 1833 the patent was in existence; but they were then largely reduced, notwithstanding.

575. Mr. *Hankey.*] Is it in the power of the Government to reduce the charges still further, if they please?—I should think so; no doubt of it.

576. Is not the patent held subject to the charges being fixed by the Treasury?—Precisely. The patent comprises also the printing of Bibles and other things.

577. *Chairman.*] What is the 548*l.* which is charged for distributing the Local and Personal Acts; is it for the expense of supplying the demand for them?—I cannot imagine that it can really cost them anything like that. I should think a very large portion of that must be profit to them; but I would not undertake to say anything very positive about it.

578. Is that allowance given in the Treasury Order?—They are all given under that agreement of 1833.

579. And that agreement of 1833, as to those allowances to Messrs. Eyre & Spottiswoode, has not been raised from that time to this?—No. If the Committee wish to see it, I will send a copy of the Patent.

580. Having finished that part of the subject, will you allow me to take you to the other branch of the subject, namely, the printing of the Reports of Commissioners; that is an expense which, I perceive, has been annually increasing?—That has increased enormously recently, in consequence of so many Commissions being issued to inquire into contested elections.

581. Is it not also partly because more Commissions have been issued in the last five years than in the preceding 10 or 15?—Yes. There have been a vast number of inquiries about one thing and another, which all end in Reports and Appendices.

582. There is, for example, a very large Report upon the Hull Election, in the form of two very thick volumes?—Two immense volumes.

583. Can you state the cost of that Report?—I gave a statement of the cost of that to Mr. Wilson; I think it was about 3,000*l.*

584. Have you any memorandum of the cost of printing the Reports of those Commissions during the last year or two?—Not of the Commissions separately.

585. How many copies of the Reports of those Commissions are usually printed?—It depends entirely upon circumstances. Of some there are a vast many more printed than of others. The Chairman of the Commission generally, as I understand it, goes to the Secretary of State under whose department it is issued and consults with him, and gets his authority to order us to print a certain number; or he goes to the Treasury and gets their authority, and we are directed to print a certain number, and we are very frequently directed to furnish a large number of copies to the Commissioners, or to the Chairman of the Commission, for him to dispose of as he pleases.

586. Is that number a considerable number?—Sometimes it is a very large number. Of those Reports which Mr. Vardon referred to, of the Committee of Council on Education, there are 10,000 copies given to the Commissioners to be disposed of at their pleasure.

587. We

587. We were told the other day by Mr. Lingen that those 10,000 copies were circulated amongst persons who were either governors or managers of schools, and that upon a reference from the Treasury, and upon consideration by the Treasury of the number that was required for that purpose, it was found that they could not well reduce them?—I would not presume to say anything as to that; it is no part of my duty to judge of a matter of State of that sort; but I should think that if you take up one of these Reports, two thick volumes closely printed, and look at the kind of matter with which it is filled, you will be satisfied that it admits of very great abridgment; that it might be judiciously reduced to about one-tenth part of its present size.

588. That is a matter you would leave to the discretion of the Treasury, and place under the control of the Treasury?—Yes; I have nothing to do with it; only it seems to me a monstrous abuse to fill 600 or 700 pages with the names of boys at school, the names of schoolmasters, and things of that sort.

589. Do you think that all the Reports of those Commissions are required, and are useful for the public service, or that the number printed of those Reports might occasionally, or indeed frequently, be reduced?—I think frequently the number of Reports of Commissions printed might be very advantageously reduced. It seems to me on looking at them, that, to a great extent, the cost is in the magnitude of the Appendices. The expense is not in the magnitude of the Reports, which are often comparatively short, but in attaching to them an enormous mass of details. For example, if you take up the Reports about Poor Laws, Prisons, and others of that sort, you will find repeatedly, year after year, the same sort of details; whereas, it would seem to me, that if these were given once in ten years, something like the Census, it would be quite enough. You get elaborate statements for England, Scotland, and Ireland of the poor of every parish, and a vast quantity of details; and you find that repeated the next year and the year after. It is constantly the same thing over and over again.

590. Might not a difference be advantageously made between the number of Reports printed and the number of Appendices to those Reports; and when the Reports are laid upon the table of the House should it not be in the power of the Printing Committee to determine how many of either would be wanted?—If you allow the Appendix to get into type at all, you will have very great difficulty in suppressing it afterwards; but I would say, make your Report, keep all your evidence in manuscript, and take the opinion of the Printing Committee on the subject, whether it should be printed or not.

591. In other words, you think that the Reports of Commissions should always be printed under the authority of The House, and not under the separate authority of a department, before they come to the House?—Or under the authority of some competent party or Board; not under the authority of the Commission itself.

592. You would recommend that the Report should not be in type till the Minister of the Crown had laid it upon the table of the House?—I do not object to the Report being printed, but I object to any portion of the Appendix being printed without the authority of the Printing Committee or other party; the great abuse is in printing the Appendices.

593. Mr. *Hankey*.] Do you call those Reports from the Committee of Council, Commission Reports?—They are precisely of the same character and description as the Reports of Commissions.

594. But the Reports of the Committee of Education are not at all under the control of the House of Commons?—No, not as I understand it.

595. Then how would you wish the House of Commons to exercise any check over the printing of those Appendices and other documents over which they have no control, which have never come before them?—I am not speaking about what now exists; the question was about a project proposed to be introduced. I think it would be a judicious arrangement, that before any Paper is printed for Parliament (for these Papers are all printed for Parliament), the Speaker and the Librarian, or the Printing Committee, should have a check upon what is printed; and before allowing the Appendices to the Reports of the Committee of Council on Education, or any other Commissions or Reports whatever, to be printed for Parliament, I think it would be judicious, and have a very advantageous result for the public if you would give the Printing Committee a check upon what should go into those Appendices.

 596. But

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596. But those Reports are presented by command?—Yes, but that is a mere figure of speech; they are Reports for a public purpose.

597. Have the House of Commons or the Printing Committee any control whatever over them?—Not at present.

598. You recommend that it should be subject to the control of a Committee of the House of Commons, whether certain documents shall be printed; but at present is it not the fact that the House of Commons know nothing whatever of those Papers, till they are laid on the table in a complete form, whether that complete form is large or small?—That is quite true.

599. Mr. *Crossley.*] The last time you were before the Committee, you seemed to be of opinion that we are paying from 5,000 *l.* to 7,000 *l.* a year for the printing of the House of Commons more than we have any need to do, and that we are at liberty to terminate the present arrangement at any time?—That is my opinion yet.

600. Are you aware that The Speaker gave an understanding to the printers, when the last reduction took place, that that should last for years and not be interfered with?—No; I only learnt that from the Chairman since I have come into this room. That is a matter of which I was not at all cognisant the last day I was here, and if that places any sort of obstacle in the way of the change that I took the liberty of suggesting, of course there is an end of it. But then the patent of Messrs. Spottiswoode expires in 1860; it has only now four years to go; and at that time you will have an open stage to bring the whole thing upon, if you like to go into it.

601. Captain *Vernon.*] Supposing us to be bound at all by that arrangement, then it becomes a vested right on the part of Messrs. Spottiswoode; is not that capable of being put down at a money value?—Yes, it would be capable of being put down at a money value; you might estimate what is the worth of their present privilege as printers of the Acts of Parliament, but you would not get anything by that.

602. If you were to get rid of that agreement, might there not be a large saving made, over and above the money value of Messrs. Eyre & Spottiswoode's vested right; and would it not be worth while then to deal with it?—If I rightly understand the thing, it appears to me that if you assume that Messrs. Spottiswoode have a right until the year 1860 to exact those charges for the Acts, that is, the charges for printing them, and the charges for distributing them and publishing them which at present exists, then I do not see what advantage the public would get by paying them for the value of that right now. But I deny altogether that they have any such right, because it is quite competent for the Government or the House of Commons to revise those charges any time they like.

603. Mr. *Crossley.*] But it is Mr. Hansard, is it not, that has the printing of the House of Commons?—Precisely; it is Mr. Hansard who is the printer for the House of Commons; he has a large portion of the printing for the House of Commons.

604. And there is no patent in his case?—Not at all.

605. Mr. *Greene.*] Can you supply the Committee with a copy of the patent of Messrs. Spottiswoode?—I think it has been printed before in the Parliamentary Papers; it is in the Appendix to the Report on the King's Printer's Patent in 1832.

606. Captain *Vernon.*] You mentioned that a certain sum is allowed to Messrs. Spottiswoode for publishing the Acts. How is that sum arrived at; what is it based upon? Is it a per-centage upon the cost, or is it a certain sum given according to the number?—I will ascertain that fact, and send in a memorandum to the Chairman explaining it.

607. You said that certain Acts would have cost 570 *l.* if the paper had been supplied by the public, whereas they cost 1,150 *l.* under the present arrangement; what would the price of the paper be?—I said that if Messrs. Spottiswoode had printed them at the contract rates of printing, instead of printing them at the prices allowed them in 1833, and if the paper had been supplied by the Stationery Office, then, taking the two things together, it would have cost 570 *l.* instead of 1,150 *l.*

608. What would the value of the paper be?—I could not tell, unless I knew the number of copies printed.

609. In answer to Question 319, you say, "We formerly employed Messrs. Grierson, but they failed; we made a contract with them which it was obvious to me would end in their bankruptcy when they took it, and it did so"?—I ought not

not to have said that it was obvious that it would end in a bankruptcy; and I corrected it in revising my evidence; what I meant was, that it would end in their failure to carry out the contract.

610. You arrived at that conclusion because the prices that they put in were ruinously unremunerative?—Yes.

611. You accepted their tender, I presume, because it was the lowest tender; were you obliged to do that?—We were obliged to do that. I do not know exactly that I can say that we were *obliged*; because, if I had gone to the Treasury and said, "You ought not to accept this tender," perhaps they would have authorised me to overturn the rule of the office which says that we shall take the lowest tender. But unless I had made a special application of that sort to have a license to take a higher tender, I must have taken it.

612. It being the rule of the office that you should accept the lowest tender, does it not appear to you that to accept a tender so low that it could not by possibility be remunerative, must necessarily cause either ruin or failure on the part of the contractor in his contract, or fraud on the public, because the contractor of course meant to make money by his contract?—If he thought to make money, which I have no doubt he did, he was most excessively mistaken; he took it at a price at which it was certain that no man could make anything of it; it was a dead loss every year. If I had been transacting for myself, I would not have made such a bargain with him; but I had no power over the matter.

613. Does it not appear to you that it would be desirable that you should be in a position to accept, not the lowest contract, but the lowest contract consistent with a fair remuneration to the contractor?—I do not know that I would take in view a fair remuneration to the contractor; but I think that Government should be in a position to say, "We shall not accept the lowest tender, unless the person offering the lowest tender be in other respects unexceptionable, and unless we have a conviction that the work will be well and efficiently and creditably done." Now we could have no such conviction in making a transaction which it was almost certain would ruin the individual, unless he were very rich indeed.

614. You always have two securities for each contract, in order that you may fall back upon them in case of the failure of the contractor?—Yes; that is one of the illusory forms on which the public lay great stress. Suppose we tried to recover upon his securities in case of a contractor breaking down, that would make us go into a court of justice, and show what we had lost by the failure of the contract; and then they would show that the contract was so ruinous that they would prejudice any jury against Government, and we should get nothing at all. For my part, I do not consider the securities given in a contract with the Stationery Office as worth the ink with which the names of the people are written.

615. In point of fact, you think that the circumstance of a very low contract, backed by good securities, is no protection to the public at all?—I do not think it is.

616. Mr. *Crossley*.] Do not you think that as you leave the contractors to make their own calculations, your business is to see that you have the right article, rather than to go into calculations as to the profit or loss of the contractor?—You will not get the right article. If you see that a man who is not very wealthy has made a contract at ruinously low terms, it is quite plain that you will not get a good article if you deal with that man. As soon as he finds that he is losing money by you, all his wits are exerted to give you, not the thing that you contracted for, but an inferior thing.

617. But you have power to stop that under the contract?—It is very difficult to prevent it. At this moment, if I might give an example, I am almost every week accepting twine from a contractor which is inferior to sample, and which it is a fraud upon the public to accept, yet I cannot help myself; it must be had, and I cannot go into the market and get a better thing. If I were to refuse to receive it, the man would say, "You are doing me an injustice; it is perfectly good." We should have a lawsuit, and it is better to lose a little, than to enter into a contest at law, unless you are perfectly sure of success.

618. Captain *Vernon*.] In your contracts, do you put forward various prices, which you have got at by calculations in your office, and call upon the contractors

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tractors to furnish at a per-centage above or below the medium sum?—When work is to be done, that is the way; in contracts for printing that is precisely the way we act; but if we contract for pens or for pen-knives, and several other things which it seems to me to be the quintessence of folly to contract for, then we say, "You will furnish us with certain articles according to sample." Now I should like to know what is the test of a pen-knife till it be tried; and if there be any failure on the part of the contractor, the article which he supplied may be in the Crimea or in Australia before it be found out.

619. Do you furnish stationery to the military department in Dublin?—Yes; I believe so.

620. Direct from England, or by contract in Dublin?—From the branch office in Dublin.

621. In the event of an article being furnished to a public department in Dublin, and being found to be of inferior quality, has that public department the power of returning it to your branch office?—If they have received it, and have given a receipt for it, then, having once accepted it, if they returned it afterwards, it must be a matter of grace and favour on our part to allow them to return it; but if they had rejected it *in limine*, then of course they were entitled to do so; and it would be quite right that they should do so.

622. Mr. *Muntz.*] Upon what principle would you correct the prices at which the contracts are offered?—In a contract for printing, for example, it is advertised in all the newspapers; and so with the contracts for paper, and almost everything else in the same way.

623. I understood you just now to say, that if a man offered to contract at a less price than he could afford to do it for, it is in your opinion a question how far such a contract ought to be accepted, because it would eventually become his interest to depreciate the quality of the article which he supplied, and you would be unable to reject it; but is that the usual mode of reckoning when a man asks for a contract?—No; I do not know that it is the usual mode of reckoning when one puts up for a contract; but I think that when you put up a contract, in selecting the person to whom you shall give the contract, when you have the different bids before you, you ought not to take the lowest offer, unless you are satisfied that the person who has made that lowest offer is in a capacity to execute what he has undertaken; for I often find that the lowest offer, when accepted, turns out in the end to be the dearest offer.

624. Is not the remedy for that to have some guarantee for the execution of the contract?—You can get a guarantee for the execution of various contracts; as far as respects such things as paper, for example. It would be quite right if you restricted it to such articles as that. We have a perfect check there, and that is the largest article we buy. But in a vast number of other things, in job-printing, for example, we have, in point of fact, no check upon the quality, because the thing must be done by a given day, and when it is delivered, it must be issued next morning; and if we find that it is inferior to what it ought to be, that it is, in fact, discreditable to the country, we have no power of rejecting it, as we ought to do, because we cannot get the thing done over again in time; and that is the case with other things. For example, the mania for contracting has even gone to such a length, that I should not be surprised if we were obliged to put up ink to public contract.

625. What would the objection be to put up ink to public contract, if the consumption is so large as to make it worth while?—I should like to know how you would tell, when the ink is sent in to the Stationery Office, whether it is good or bad. We pay at this moment 1 *s.* and 10 *d.* a gallon for ink. I have no doubt that, if we were to put it up for contract, we might get it for 6 *d.* a gallon; and the consequence of that might be, that all the papers written with it might be illegible in the course of a dozen years. I think it would be mere insanity to put up such a thing as ink to contract.

626. How do you prevent that happening under the present system?—Because we do not contract for ink; it is one of the few things for which we are allowed not to contract. We get it from an old and most respectable house in the City, which has supplied ink for about 100 years, and which has a character to lose; but we do not contract for it.

627. Can you tell us what is the amount per annum which you pay for ink?—Nothing very important. I should think it might be about 1,000 *l.* a year.

628. How do you ensure that the ink is what you wish it to be; is it not possible

possible that even a respectable party may fail to supply you with a good article?—No doubt of it; it is difficult to guard against possibilities; we must get as much probability as we can.

629. Supposing you were to ask for a contract for ink, and half a dozen respectable people, of good standing and good character, were to offer to supply you with ink, and the prices of one of the half dozen were more advantageous than the prices of the others, would not you hold yourself justified in making a contract with a respectable party for the ink, with the full expectation that it would be good?—Precisely; but you would find, if you proceeded to contract for ink, that mixed up with respectable parties there would be a large admixture of very different parties, and the prices of those different parties would be much lower than the prices of the respectable houses. Under the present regulations established for the guidance of the Stationery Office, I should be obliged to take the lowest tender, though it might be made by persons of a very different class. Therefore, in order to guard against that contingency, I do all I can to prevent contracting for ink altogether.

630. But we set out with assuming that all the parties were to be equally respectable?—But I will not make any such violent supposition, because I know that in practice it is no such thing.

631. But at least you have your remedy in this respect: supposing that half a dozen parties offer, and that all of those parties are not equally respectable, but that five of them are very respectable, might you not take the ink from any one of the five respectable parties, provided there was advantage in dealing with him?—I have no power of doing that by the constitution of the Stationery Office. If a thing be put up to public competition I must take the lowest tender, or go to the Treasury and beg of them to make an exception in that particular case.

632. No doubt if you were to go upon the principle, that after an advertisement for tenders for any article, you were bound to take the cheapest offer without considering the party's respectability, it would be very objectionable; but, upon general principles, is not the principle of contract the safest and soundest for all large transactions?—It depends upon this: whether the contract be for an article which you can clearly and readily test; and whether, in the event of rejecting the article, you can supply yourself with another proper article of the same sort at the time you want it. If you contract for a commodity, or a description of work which you cannot readily test, and you cannot supply yourself with another equally good article at the time you want it, then I say the system of contract is the greatest engine of swindling that you can bring into play.

633. Do you think there is any difficulty in testing the quality of good ink?—Yes, enormous difficulty; I do not know a more difficult chemical problem.

634. Admitting it to be difficult, is not it possible?—I do not attempt to say anything about possibilities, but it is exceedingly difficult. I do not find any difficulty in getting ink fit for writing a card to ask a person to dinner, but ink for writing papers to last 20, 50, or 100 years is a very different affair.

635. You seem to think that there is great danger in contracting for printing, because the work may be badly done, and you may not have time to get it done properly. But is it necessary to go to an extreme price for printing, because you are afraid that once in a year, perhaps, such a thing may happen?—I am afraid of its happening every week, every day, and every hour.

636. If the work is not executed properly, you are not bound to continue with the man?—But how difficult is it to prove, when you come to judge of such a thing as printing, that the thing is not well done. If you are to go into a court of law, and to have a question with every sort of form that we print, and every thing that you object to, it would be intolerable to carry on such a system as that.

637. Is not it intolerable to go upon a system which assumes that there is only one man in England that can do the printing?—There are 1,000 men in England that can print very well; it is not necessary to go to an extreme in this way.

638. If you say that the contract system is not a sound system, what system would you resort to?—I would resort to the system which I endeavoured to explain when I was last before the Committee.

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639. Mr. *Craufurd.*] You consider that you ought to have a discretion in accepting tenders?—If I had the Stationery Office to manage on my own account, I would make extremely few contracts.

640. Mr. *Gregson.*] The heavy annual volume of the Report of the Council on Education seems to cost only 2 *s.* 5 *d.* or 2 *s.* 6 *d.*; instead then of distributing those 10,000 volumes free, would it not be reasonable and desirable to charge for those reports on distribution, the moderate cost of 2 *s.* 6 *d.*, and to limit the number printed according to the probable demand?—My opinion is that no papers should be distributed gratis at all; that all papers should be offered to the public at the cost price, but that no papers should be distributed gratis; it leads to great abuse.

641. *Chairman.*] And you think that the bulk and expense of the volume might be very much diminished if the appendices were struck out of it, and merely the important information given to the public in the shape of a report?—Yes.

642. Mr. *Greene.*] You promised to send to the Committee the names of the printers employed by the Government and their various charges; are you prepared with that statement?—I have prepared several statements for the information of the Committee which I will hand in; I have a "Statement showing the various charges which would be made at present by the undermentioned printers employed by Government for printing 1,000 copies of the attached sheet, including two hours' corrections, and for sewing and covering 1,000 copies of a paper of 20 sheets double foolscap, or 160 pages." I have also a "A Return of the sums paid to Messrs. Spottiswoode for work performed by them in their several capacities of Queen's printers under patent, printers for the House of Lords, printers for the Stationery Office, and printers of the specifications of the patents, for each of the years 1852 and 1853." I have also "A Return of the cost of printing specifications of patents." I have also "A Return of the cost of printing Reports of Commissioners, and of Papers presented by Command." I have also "A Return of any scale of wage, payments for composition, and press-work, issued by Her Majesty's Stationery Office, and upon which the per-centage charges of the contract printers are based. (*The same were delivered in.*)

Vide Appendix.

643. Can the Committee be supplied with a Return stating the principal works, and the cost of composition, corrections, press-work, and paper, so that an opinion can be arrived at as to what is the relative amount that the public pay for each?—If you will state any specific Report or Paper, that can be done.

644. It appears impossible for the Committee to arrive at the data of cost without having the separate items of composition, corrections, press-work, and paper, either for the individual works or for the aggregate of them. Can you supply us with the aggregate under those different heads for the year 1854?—If you take one work, I think that will be enough as a specimen.

645. But do not they vary very much on account of one having a larger amount of tabular matter than another?—I think one may be taken as a fair average specimen. All these Returns can be produced, if the Committee choose, in any sort of detail, but you see everything that is material in the Return which I had the honour of giving to the Chairman just now; but we could give such a statement as is desired as applied to Mr. Hansard's bills for one year.

646. Can you give us a statement of Mr. Hansard's and Messrs. Nichols' bills classified in that way for one year, without putting the Stationery Office to any great trouble?—Yes.

647. Here is a paper which was furnished to me as a member of the Printing Committee, a Return made by you to that Committee, showing the comparative cost of printing a Paper relating to British Guiana in the year 1853. The cost of Mr. Hansard's printing is stated, and here is a contrasting column accompanying it, stating the cost of printing it by the Stationery Office at the contract price; now I want to know whether the cost which is there stated to be charged by Mr. Hansard and the cost which it is there stated would be charged by the Stationery Office for that work still hold good?—No; Mr. Hansard has reduced his charge a little since then.

648. Can you furnish the Committee with a statement of the cost of the like work if produced now by Messrs. Eyre & Spottiswoode and by Mr. Hansard respectively?—Yes; Mr. Hansard would be a little lower now; the Stationery Office would be the same.

649. In

649. In this Return the cost of the paper, as printed by Mr. Hansard, is stated at 640*l.* 5*s.* 4*d.* for composition, corrections, press-work, and sewing; you say that now it would be less?—If he printed the same work now, it would be a little less. *J. R. M'Culloch, Esq.* 13 March 1855.

650. How much less?—Perhaps 20 per cent. on composition and reading. If the Committee wish, I could make out another column showing what it would be now.

651. Will you have the goodness to send such a statement to the Committee?—I will do so.

652. I have had complaints made to me from Ireland, that though Parliament was prorogued early in August last, the Statutes of the Session were not transmitted to the different petty sessions until the 3d of November; is it possible to have that arrangement remedied, so that the Statutes which are necessary for the guidance of the magistrates and assistant barristers should be transmitted to them more quickly?—I know nothing upon that subject myself, but I should think if you bring Messrs. Eyre & Spottiswoode before you, you can immediately make that arrangement with them. I do not think that any neglect of that sort ought to be allowed; but I know nothing upon the subject myself.

Martis, 27° die Martii, 1855.

MEMBERS PRESENT.

Mr. Walpole.	Mr. Walter.
Mr. Thornely.	Mr. Hadfield.
Mr. Crossley.	Mr. Hankey.
Mr. Greene.	Mr. Muntz.
Captain Vernon.	Mr. Craufurd.
Mr. Gregson.	

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

William Spottiswoode, Esq., called in; and Examined.

653. *Chairman.*] YOU are one of the Patentees for printing Public Documents?—I am. *W. Spottiswoode, Esq.* 27 March 1855.

654. What is the date of your patent?—January the 21st, 1830.

655. It expires in 1860?—Yes.

656. The pecuniary terms upon which you are to print are not specifically mentioned in the patent?—They are not.

657. Have you seen the evidence that Mr. M'Culloch has given before this Committee?—I have not.

658. Mr. M'Culloch states, that "the 5,171 of Public General Acts distributed in 1851," consisting of so many sets in folio and so many in quarto, "cost for printing, paper, and publishing, 3,290 *l.* 19 *s.* 3 *d.*, and, deducting the allowance for publication, amounting to 498 *l.* 19 *s.* 9 *d.*, the printing and paper cost together 2,792 *l.* 0 *s.* 2 *d.*"; and he then goes on to remark, that "had the same Acts been all printed in folio at Messrs. Eyre & Spottiswoode's contract prices on paper furnished by the Stationery Office, they would have cost 1,847 *l.* 11 *s.* 3 *d.* Had they been all printed in quarto as above, they would have cost 962 *l.* 15 *s.* 5 *d.*, and had they been all printed in octavo as above, like Messrs. Eyre & Spottiswoode's octavo Acts, they would have cost 648 *l.* 9 *s.* 5 *d.*" Now you will observe, that by that statement (which was a written statement handed in by Mr. M'Culloch) it appears that there is a great difference in the expense to the public occasioned by printing the Acts of Parliament in three different forms, viz., folio and quarto, which are paid for at the public expense, and octavo, which is paid for by the purchasers who choose to buy them. Is that so?—We print two editions for the Government; one in folio, each Act being printed separately

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separately for immediate information, and the other in quarto, the Acts being printed continuously. The octavo edition is entirely a private speculation.

659. According to a statement which has been made to us by Mr. M'Culloch, it appears that if the Acts of Parliament had been printed in one uniform size, either folio, or quarto, or octavo, the cost to the public would have been less than it is now, when they are printed in different forms?—I do not think that if they were all printed in one folio size there would be a saving to the public. It is *necessary*, in order to distribute the Acts for the public service, to have them separately printed and published; and it is *convenient* and an economy to have the Acts made up in a continuous form; and, with a view to that continuous form, the quarto was considered the best for the purpose; it was more economical than the folio, and it was preferred to the octavo. I think that the difference between the quarto and the octavo in a continuous form would be extremely trifling; and we find that lawyers and others greatly prefer the quarto to the octavo form.

660. Do you see any necessity for keeping up the three forms still?—It appears to me necessary to have two forms for the public service; and we have continued the octavo form in addition, because it has hitherto been adopted, and a change would be distasteful to the public.

661. From your printing the octavo form, not at the public expense, but for the convenience of purchasers, would you not be induced to infer that that is the form in which the public most desire the Acts to be printed in full for their use?—I form my judgment from another publication which we bring out, called, "The Statutes at Large." We bring it out both in the quarto and in the octavo form, and the form of quarto certainly is preferred.

662. Do you mean that you are selling more of the Statutes in the quarto form than in the octavo form?—Many more.

663. Mr. *Greene.*] Is not the expense greatly increased by printing two different sets of Acts for the public; is not the type composed afresh for the quarto edition?—It is set up twice; but, in order to transform the folio into the quarto form, the expense of transposing the types would approach nearly to that of setting it up afresh.

664. *Chairman.*] Mr. M'Culloch remarks in the same statement, that "during the same year" (the year 1851), "the Local, Personal and Private Acts, which are all in folio, cost, exclusive of 452 *l.* 12 *s.* 3 *d.* allowed for publishing, 1,151 *l.* 12 *s.*" What is that 452 *l.* 12 *s.* 3 *d.*, which is allowed for publishing?—We have one charge for the Acts, the price which was fixed by the Treasury some years ago, and that price has not made any distinction between different duties performed for that price. We charge Government one price for the Acts supplied to them, making no distinction between printing and publishing.

665. When was that price fixed by the Government?—I think it was in 1833.

666. Mr. *Thornely.*] Is not the price of the Local and Personal Acts much higher than that of the Public Acts?—The price of the Local and Personal Acts is higher, in consequence of the smaller number supplied.

667. *Chairman.*] Mr. M'Culloch then made a further statement in answer to the question, "The allowance for publishing the General Acts is 452 *l.*—What is that intended as a remuneration to Messrs. Eyre & Spottiswoode for?" The answer is, "I suppose they consider themselves like booksellers. Booksellers when they sell any work always get a per-centage upon the sale: I do not know that they have any just or well-grounded claim to this; but this is part of the bargain which the Government made." Can you give any explanation of that?—I have no knowledge of any separate sum for publication whatever.

668. What services do you render to the Government or to the public for that charge of 452 *l.*, which is given you for publishing the Acts of Parliament?—I was not aware that any specific grant was given to us for publication; I could state, in short, if the Committee desire it, the various duties we have to perform in supplying the Acts to the Government.

669. It appears that the sum paid to you for publication in the year 1851 amounted to 452 *l.*; can you state what were the services rendered by Messrs. Eyre & Spottiswoode for that 452 *l.* so paid to them for the publication of the Acts of Parliament?—We are not paid any separate sum for the publication of the Acts of Parliament.

670. It is an allowance apparently made to you for publishing them?—It would seem to depend upon some calculation made by the Comptroller.

671. Will you have the goodness to inquire into that, to see what explanation can be given to the Committee respecting it?—I am quite satisfied that no separate allowance is made for publishing distinct from that for printing; we supply the Government with the Acts at a certain rate, and that is the only payment of which we are cognizant.

672. Are you allowed anything for the distribution of the local and personal Acts distinct from that general sum which you are paid by the Government for printing?—We are allowed a certain sum for packing up and sending off.

673. It is stated that, in addition to their charge for publishing, Messrs. Eyre & Spottiswoode charge 548 *l.* 16 *s.* 2 *d.* for distributing the Local and Personal Acts, besides various sums for binding. With reference to that sum of 548 *l.* 16 *s.* 2 *d.*, what are the services rendered by Messrs. Eyre & Spottiswoode in distributing those Local and Personal Acts?—We prepare the various directions to the several parties to whom they are sent; we pack them up, and send them to the post.

674. How many of those are distributed?—We distribute, under the promulgation Order, 228 copies of the Local and Personal Acts.

675. Was that sum fixed by the Government, or was it a charge made by yourselves?—It is fixed by the Government.

676. Does it vary from year to year?—It varies only in proportion to the number of packets sent off.

677. It varies from year to year, according to the number required to be sent off?—Yes.

678. Mr. *Greene.*] Will you be good enough to explain the nature of your patent, and what was the purpose for which it was granted?—I am not acquainted with the history of the patent, it having been granted many years before I was in business; but I believe the patent itself explains the object for which it was granted.

679. Will you be good enough to furnish the Committee with a copy of the patent?—I will.

680. Under it the Treasury have the power of regulating, at any time they please, the price which you are to receive?—They have.

681. Mr. Vardon has informed me that he required from you a Return of your printing for the public, divided into separate items, namely, the composition, corrections, presswork, paper, and the total; can you furnish the Committee with that?—We have not been requested to furnish any such return. We have been requested only to make certain returns relating to the Acts of Parliament, all of which were delivered in yesterday.

682. Mr. M'Culloch has furnished a return of the printing of Messrs. Hansard and Nichols classified in that way; of course it is desirable that the Committee should have the whole printing charges before them, and therefore it would be requisite that either you or the Stationery Office should furnish a similar return?—Possibly the Stationery Office may be already preparing it; we have not been requested to furnish any such return.

683. Is there any difficulty in furnishing a return in which the separate items shall be accurately classified, so as to enable a judgment to be formed as to what economy might be effected in any particular item?—I should apprehend that there would be no difficulty beyond the length of time that would be required to produce it.

684. But you furnish an account annually to the Stationery Office?—We do.

685. That account, I conclude, for the purpose of examination, is separated into the different items I have mentioned?—It is.

686. You could furnish the Committee with a duplicate of that account?—Certainly.

687. Will you explain how the Stationery Office inquire into the amount of the corrections; in what way do they make their examination as to the correctness of the charge for those?—They are generally satisfied with our statement of the fact; but if any unusually heavy corrections occur, they not unfrequently make some inquiries; and we then have to substantiate our charges.

688. In fact, you furnish a return of so many hours which have been expended in making those corrections?—We do.

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689. What do you consider those corrections to be; are they corrections of errors of the printers?—No; they are alterations made by the authors; they are not errors of the press.

690. *Chairman.*] Your patent gives you the exclusive right of printing down to the year 1860?—It does.

691. But it gives you no exclusive right of charging any particular sum mentioned in the patent?—It does not.

692. The sums which you are entitled to charge were originally regulated by the Treasury, and therefore, I suppose, they are still subject to revision by the Treasury?—They have been revised from time to time.

693. Consequently they are subject to revision by the Treasury now, without interfering with any right which you may have under the patent?—They are.

694. Does the Stationery Office furnish you with the paper upon which the Acts of Parliament are printed, or do you furnish it yourselves?—We furnish it ourselves.

695. Mr. *Thornely.*] Is that the case with all your printing?—Only the Acts of Parliament.

696. *Chairman.*] The other paper is furnished by the Stationery Office?—The other paper is furnished by the Stationery Office.

697. What does it include?—The paper for the House of Lords, for the Bills of both Houses of Parliament, and for printing under the contract which we have made with the Stationery Office.

698. What contract is that?—For printing papers presented by Command, reports of Commissions, books for public offices, &c.

699. Some time since, the Bills in the House of Commons and in the House of Lords were set up first in the House of Commons, and then in the House of Lords?—Those in the House of Commons were printed by the House of Commons' printers, and those in the House of Lords by the House of Lords' printers.

700. A saving has been effected by the Bills for both Houses being printed by one printer?—There has.

701. What diminution has been made to the public in the price of the Bills since that economical arrangement has been entered into?—We have made reductions in our charges for printing for the House of Lords since I have been engaged in business.

702. With regard to the special item of printing the Bills, for which there is now only one expense of composition, instead of two, as formerly, what economy has the public effected by that change?—We have made a reduction in consequence of that arrangement.

703. Mr. *Gregson.*] What was the amount of per-centage of that reduction?—The reduction depends upon a technical calculation, and the amount which was so altered has been altered again since, so that the arrangement which we made at the time of the alteration respecting the printing of the Bills is no longer in force.

704. About how much is the reduction since the last arrangement?—It would be difficult to express the amount.

705. Is it 20 or 30 per cent.?—Thirty per cent. on composition and reading was the first reduction; subsequently it has been drawn up on a different scale.

706. About how much more has the reduction been since?—I am not able to state. The foundation of the scale is totally different from what it was at that time.

707. *Chairman.*] Who regulates the number of Local, Personal, and Private Acts printed by you every year?—We print at our own discretion, because we print an additional number on the chance of sale to the public.

708. There is no general order as to any number you are to print?—Not as to printing.

709. Is there any order as to the distribution of them?—There is.

710. How is that given?—There is a Resolution of the two Houses of Parliament.

711. Who sends the order to you?—We do not receive a distinct order every year; but it is considered a standing order, subject to frequent alterations by the Secretary of State, from time to time.

712. Then

712. Then you have a general order, under which you distribute a specified number every year?—We have. *W. Spottiswoode, Esq.*

713. Are you not under that order?—We are.

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714. Mr. *Crossley.*] What is the number you print for each House?—Of the Public Acts we supply 421 to the House of Lords, and 683 to the House of Commons; of the Local Acts, eight copies to the House of Lords, and nine to the House of Commons.

715. *Chairman.*] What is the difference of cost to any individual who wishes to buy either a quarto or an octavo volume of the statutes?—The price of the statutes varies from year to year, according to the number of sheets in the volume.

716. Is not there a certain ratio of difference between the quarto and the octavo?—I do not know what the ratio may be.

717. Mr. *Hadfield.*] Is the type the same in both?—It is the same type.

718. Mr. *Crawford.*] In all the editions?—In the two editions, the quarto and the octavo.

719. Is it the same also in the folio Acts?—No; the folio is a different type.

720. Mr. *Hadfield.*] You have stated that you supply your own paper for the Acts; do you think you get your paper on better terms than the Government?—I am not able to judge as to that.

721. *Chairman.*] I began my examination to-day by referring to a written memorandum handed in by Mr. M'Culloch; that written memorandum shall be shown to you, and you will have the goodness to furnish the Committee with any comments which occur to you upon that memorandum, if there should appear to you anything inaccurate either in the figures or in any of the statements made in it?—I will do so.

Major *Bartholomew Beniowski*, called in; and Examined.

722. Mr. *Craufurd.*] I BELIEVE you are the author of an invention of certain improvements in the art of printing?—I am. Major *B. Beniowski.*

723. Will you be good enough to explain to the Committee in what those improvements consist. Will you first explain the mode in which printing is conducted at present, describing the process in all its branches, and then show in what way your invention is an improvement, or otherwise, upon that process?—Letter-press printing (which is the particular department of printing in which I have made improvements) is performed by little pieces of metal, called types; each of those pieces of metal bears upon one end a letter, which is exactly the reverse of the letter as you find it in the print; those letters are inked, and then impressed upon paper, and the impression is produced. This is the principle of printing as it stands at present: in printing a word, you take several of these letters. Suppose you are to take the word "London;" you take the L, o, n, d, o, n, and a space, and put them together, and lock them up in a certain manner, and ink them off, and make the impression. I have got a regularly composed page, which will show my present mode, and the different manner in which I perform this. These are the usual types (*producing the same*); these are composed into a page, and printed. I will show a composed page, printed off after it is inked (*producing the same*); you see that the impression is the reverse of the type.

724. Mr. *Walter.*] Will you be so good as to read the type?—I cannot. That is the very reason why I made the invention. Here is the chase locked up from which I printed (*producing the same*); I have just received the impressions from that.

725. Mr. *Hankey.*] Is that the usual way in which the types would be locked up?—Yes; the page may be larger or smaller; but that is the usual way.

726. Mr. *Gregson.*] Have you any impression from that page?—Yes. Here is another page composed in the same way (*producing another page of type*); I have taken it at random from a large chase, from a foolscap sheet. I have taken out these two pages for the purpose of explanation. I now produce pages printed from those types (*producing some printed pages*). These are the usual types as they are set up at present. My types are exactly the same as the usual types, except that they have upon the other side a similar letter to that which is upon the face.

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727. Mr. *Walter.*] Can you read the page of ordinary type which you have produced?—I cannot; perhaps I could read it; but I am not very clever in doing it. The very reason why I have made this invention is, that that cannot easily be done: any person who is not a printer by profession would not be able to read it.

728. Mr. *V. Smith.*] But a printer by profession could read it?—Yes; he is compelled to do it; but he cannot do it so quickly as we can read any book.

729. Mr. *Craufurd.*] I understand that you admit that a compositor in any printing office could read that type in the reverse there as it stands in chase as quickly as you could read it after it is printed?—No, not so quickly; that is very far from being the case. There may be one in 20 that can do it after many years' apprenticeship. But most persons would read it stumbling and blundering, just as you would read letters written by very queer writers. But it is a very different thing to read at first, because all the letters are reversed. It is a new language, with new symbols, to read. There is another difficulty; when you have a simple subject to read, you can guess what it is; but when it comes to a scientific subject, I should like to see a printer that could read it. I am convinced, from what I have seen, that when you come to scientific words, any person would just read it as a boy does in learning spelling. But it is not so with what is printed by my invention. Any body can read this (*producing another page of type*).

730. Mr. *V. Smith.*] You admit that a first-rate compositor can read the ordinary type, but you say that any person whose trade it is not, cannot do it at all?—Yes; of course there are exceptions. Men that have not been engaged in printing at all, would just guess a little of it. But the thing itself will answer the question. I would give this to 1,000 people, and see how many would read the usual type, and then see how many in the 1,000 would read mine. I say that every one would read mine that could read at all. With respect to the other, perhaps there would be 10 per cent. that could read it; but as to reading it as perfectly as a printed book, I do not think there is any one in existence: I have not met with any one that could do so.

731. Mr. *Craufurd.*] The difference between your types and ordinary types is, that the ordinary types have only one letter on the reverse side, whereas you have on the other side of the type the letter in its direct state?—Exactly. The consequence is, that the compositor composes the usual printed letters; the printed "a," the printed "b," and the printed "c," anybody can compose those. It is of course a vast deal easier to read the type in that form, particularly when you come to scientific subjects; for instance, in mathematical books, or in chemical books. With the ordinary type there must always be great inconvenience when there is a mistake in books of that sort, for the compositor cannot get at the sense at all; he must be a chemist to understand a work on chemistry; and when we receive first proofs of such books, we find how many blunders there are; therefore my invention consists, first, in inventing a new set of types, which are perfectly the same as the usual types, except that they have the letter in a direct form on the other side. And no man can have any objection to composing with my types, any more than any man would have an objection to use his table-spoon, or fork, or knife, after he has put his initials upon it.

732. In setting your types in the composing-stick, does your compositor set them topsy-turvy?—Of course.

733. He composes, therefore, all his matter into a galley the reverse way to what an ordinary compositor does?—Yes.

734. In composing, he would look at the back of the type?—Yes.

735. When you have composed your matter, and put it into your galley, it is placed topsy-turvy?—Yes.

736. It is not in that galley that you print it off?—No.

737. How do you then put it into another galley for the purpose of afterwards locking?—There is first a galley into which it is put into the types; then I have another galley, cover to that galley; and the depth of the bottom side of the galley, and the depth of the cover taken together, are as much as the height of all the types (*exhibiting the same*). This is a little higher than this galley. Then I turn this over and over again.

738. You compose bottom upwards, and then you turn it over?—When I have composed in the galley with my letters upwards, I cover it with another galley,

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galley, and turn the whole over. Should I want a correction made, I make my correction without taking a proof. I do not need to lock up my types first, and then wait for the press, and then mark the corrections, and then hunt out the corrections in the types. All this process I avoid, because it stands before me in the type. Somebody reads to me the text as it is composed, and then I correct it.

739. After you have composed it in a galley, before printing you are able to correct it, by comparing it with the manuscript, before you lock up the types?—Yes.

740. Captain *Vernon.*] Are you able to read what you have in your hand?—Yes, I can very well read it (*the Witness read a few lines*). Any child who has been two months at school could read it.

741. Mr. *Crawfurd.*] When you have composed your matter in a galley, with the bottom of the type upwards, your compositor is able to compare it with the copy, and to correct it before he locks it up?—Yes; if he has made any mistake.

742. Having done that without the necessity of throwing off a proof at all, then you reverse it into another galley, and transfer it to the chase, and lock it up; and then you have all the types ready locked for the press, and corrected, without having been obliged to throw off a proof?—Yes; some mistakes may escape. Suppose I discover any mistakes, or I want to make an alteration, I lock this up, and take the whole of it, and turn it up; it wants no chase. Suppose I want to make an alteration in it, then I turn it over, and loosen the quoins, and make the alterations.

743. Then your first improvement is with regard to the composing and correcting of the type?—Yes. I have made a great many more improvements; but this is the starting point. This is for the purpose of enabling any man who has not gone through a printing apprenticeship, should he be under the necessity, or wish to compose anything, to do it perfectly. Suppose you should want a thousand, or two thousand compositors immediately, which no printer in London could get, I could get them at a week's notice. They would not be very clever at the beginning, but I could get them.

744. Then by this method any one who could spell could compose?—Exactly.

745. Is that the case in the present system of printing?—No; it takes a long apprenticeship before any man can do it.

746. It requires some apprenticeship in order to learn to read the reverse way?—Yes, it requires an apprenticeship; and as the trade is organized, it requires an apprenticeship in the strictest sense of the word. It requires a bound-over apprenticeship. But for my process there is no apprenticeship wanted. This must have the effect of cheapening composition enormously.

747. Mr. *Hankey.*] Are you familiar yourself with the ordinary mode of printing?—Not quite; I have been five or six years in it; I have learnt it; but I had no necessity for reading this inverted type; I had not time to look at that.

748. Mr. *Walter.*] Can you state how long it takes a person of ordinary diligence to learn to be able to put the type together?—A printer told me that a very intelligent boy could in six months learn a great deal, and in a year become a tolerable compositor.

749. Therefore it does not require the drudgery of seven years' incessant labour to learn to read type in the ordinary manner?—No; but to read it easily, as I read my types, without the chance of error, would take 20 years' apprenticeship.

750. Do you say that from practical experience?—I have not found any person who could read the ordinary type so quickly as mine.

751. Mr. *Crawfurd.*] With regard to the spacing of the types, in what way do you space your letters?—Spaces are required after the end of each word; for instance, suppose we had to compose the words "My dear Sir;" there must be a space after "my," there must be a space after "dear," and there must be a space after "Sir." Then after the words in the line are composed, it very seldom happens that the line is perfectly filled up; it wants to be tightened, and certain other spaces are put in, which are called justifying spaces. Now in my plan I never use spaces at the end of words; I avoid the trouble of putting them in this way. Instead of having only one alphabet, I have another

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alphabet; also exactly the same thing with a space cast to each letter. I have an "a" without a space, and another "a" cast with a space attached to it.

752. And you put the letters with spaces attached at the end of words?—Yes; I have two boxes of letters; one without spaces and the other with spaces. For instance, "London" has got two "n's" in it; the first "n" I would take from the one box, and the final "n" I would take from the other box. Consequently by this I save as many lifts in the composition as there are words.

753. Are the end letters distinguished on the back?—No; but any one can see what they are.

754. Mr. *Hankey.*] Has every end letter the same space attached to it?—Yes; every letter has the usual space.

755. *Chairman.*] You have got two sets of letters; one set of letters for the beginning and the middle of words, and the other set of letters with a space added to them for the ends of words?—Yes.

756. With ordinary printing all the letters are without a space?—Yes.

757. In ordinary printing they have to add that space at the end of the word?—Yes; there are reasons why they cannot do it, even as they wished to do so.

758. The great object of this improvement is to save time in taking up the letters?—Yes; it saves 10 or 15 per cent. in the composition.

759. Mr. *Craufurd.*] The only spaces you use are for the purpose of justifying the line?—Only for that purpose.

760. You have referred to boxes in which you keep your types; have you made any alteration in the usual arrangements in that respect?—Very great; my compositors could not compose with the usual boxes; but the usual compositors could well compose with my boxes. The reason is, that my boxes are arranged alphabetically in the manner which you can find a word in a dictionary, or in an index. The compositor sees all the boxes at once; the letters are arranged in order; A, B, C, D, E, F, and so on, but the usual boxes are arranged quite differently. They are very correct according to my mode of arranging. The principal difference between the two modes is this: the usual box is like the shape of a snuff-box, in the form of a parallelogram or a square. It is evident that the number of types that can possibly be put into such a box is limited. Suppose the capacity of this box is to contain 1,000 types, it would be impossible to cram more into it. I have a drawing of the principle of my box. (*The Witness exhibited a diagram, and explained it to the Committee.*)

761. What is the usual way of arranging these things?—A box divided into compartments, and quite flat.

762. Mr. *Craufurd.*] What is the average size of the present compositor's box?—The present compositor's box, upon the most limited scale, would be nearly 3 feet long by 18 inches wide. He has two boxes of that size, that is the minimum; without those he cannot compose at all. Usually he must have double that; if he wishes to have small capitals, and a variety of other things which he wants, it will occupy a space equal to six feet by three.

763. How much type will that contain?—Upon the average, when it is full, it will serve him for a day. I dare say it will contain 15,000 or 20,000 types.

764. What is the size of your box to contain the same amount of types?—A box nine inches wide, nine inches broad, seven inches high, would contain as much as the usual compositor's large boxes; it will contain 20,000 types.

765. I understand you to say that that box of yours, nine inches square and seven inches high, will contain 20,000 types?—Yes.

766. It will contain as many types as an ordinary compositor's box six feet long and three feet broad?—Yes.

767. *Chairman.*] You get in the height a greater additional space to contain a greater number of types?—Yes; exactly.

768. Mr. *Craufurd.*] How do you divide your box into compartments for each letter?—In order to find the number of cases for my types, I take a board like this (*producing a board*), and I groove it into a number of grooves; usually I make 27 grooves, three times nine, deep enough to contain my types.

769. The ordinary types are fitted into a sort of drawer, and you have in your box a drawer consisting of a number of grooves, the width of the groove being such as to admit the type?—Yes; sometimes one type, sometimes many.

770. The

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770. The types being placed upright?—Yes; sometimes upright, and sometimes not.

771. Then the whole of one groove is for one letter?—Yes.

772. In what way are those drawers placed; are they horizontal, or are they inclined?—They are inclined.

773. As your compositor draws out one letter the rest come, and he has always a letter ready at the opening?—Yes.

774. What is the advantage of having your types reduced into this small space?—The advantage is because it makes the working surface smaller. Then why is it advantageous to have the working surface smaller? Because it saves time between one lift and another. For instance, I have to compose the word "London;" I have to take the "L" from one place, the "o" from another, and the "n" from another, which is at a little distance off me. If they are close to one another, it stands to reason it must save time. Every compositor admits that it would be advantageous to arrange them according to this principle. We have already boxes according to this principle; for instance, you have the letters *t-h-e* put close to one another. But since I have reduced the whole surface to this which you see here, it is unnecessary to depart from the alphabetical order with which every one is perfectly acquainted, for the purpose of bringing it nearer.

775. Then the organisation of your types is such as to save time in the travelling of the compositor's hand?—Yes; but there is another enormous advantage which is the result of this. I mean by the use of logotypes. I will explain what logotypes are. Logotypes are a number of types in one piece; a logotype is a piece of metal bearing two or more letters. Long before me, the use of logotype has been attempted, and many times it has been adopted. It stands to reason that it will be more convenient to use them. Suppose I had to compose the word "scarcely"; of course I must take the "s," then the "c," then the "a," then the "r," and so on; but if I have a piece of metal bearing the "scar" together, of course I would take this at once. Suppose I want to compose the word "that." If I have a piece of metal that has upon it all those letters, *t h a t* and a space, of course the taking that all up in one piece must be very much quicker. This has been attempted long before me. Long before my time they have tried to compose in logotypes.

776. Mr. *Craufurd.*] I believe the "Times" was formerly printed in logotypes?—Yes, it was. I have here an elaborate pamphlet upon the subject of logotypes, and if the Committee please, I will read a page from it.

777. You say that the "Times" newspaper was formerly printed with logotypes; was that abandoned?—Yes.

778. Will you explain the reason why?—Many were the reasons; first, there was a difficulty as to the mode of manufacturing those logotypes. Walter, who wished to adopt this method, of course was compelled to go to the type founders to get the types cast, and there were enormous difficulties in getting the logotypes cast. He then hit upon another method for those logotypes; still they were expensive. One difficulty inherent in the very nature of the logotypes was the great length of the boxes that were required. Even without logotypes for the alphabet, and capitals, and lower case, and so on, we require altogether 200 compartments, and those 200 compartments occupy six feet in length. Now if you have in addition logotypes, you must have a box for "the" and another for "that"; you must have a great number of compartments for those economical arrangements. In the case of Walter, the proprietor of the "Times" newspaper, the length of the boxes increased to 18 feet. The consequence is, suppose you have to compose the words "that he can," very likely "that" would be in one place and "he" in another place at some distance off, and "can" in another place at some distance off. But notwithstanding this drawback, still it is economy, because with one lift you take up four letters. But still all this forms a very large drawback on the quickness. Imagine this room to be used for printing according to that plan; you could not put in it more than four or five compositors. But that is not all; besides all these difficulties there is another very great one: when in any trade an improvement arises, if the inventor has the misfortune to be compelled to have the assistance of the old hands, he has a great chance of having great difficulties to overcome from them. Walter was in that predicament; having made his logotypes, he could not put up a bill in the window and say "Compositors wanted." No, he had

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to employ his old compositors, and they said, "Oh, this newfangled thing, we do not like it; we have to learn 1,000 boxes; it is quite enough to learn 200 boxes." They made difficulties; he was compelled to make better terms with them. Those are the principal difficulties, all of which I have overcome.

779. Was there not another difficulty; in consequence of the logotypes being cast all in one lump of metal, was it not found that the end of the letters of the logotype got worn out before the centre?—Yes, I had omitted that; the type wears out. Suppose I had manufactured a type for the word "the," and suppose that in the casting the "e" should not come out perfect, then down goes the whole; or if, in printing, it becomes battered by use, then the whole is lost. Now in the mode in which I manufacture my logotypes, I have completely avoided the first difficulty. Suppose I wish to compose the word "the"; of course it is not merely one "the" that I want; I want a thousand "the's." Then I take a box containing nothing but "t's," and another box containing nothing but "h's," another box containing nothing but "e's," and another box containing spaces. They are put beside anybody, who need not be a reader; he need not even know the alphabet. All I tell him is this: Take a plain little stick with a little ledge round it; then take out of this box one piece which makes "t"; put it here; next take another piece, "h," and put it here; next "e," and next a space, and so on, repeating this operation *ad infinitum*. Of course he does it. Then there is another boy, who has got before him a number of slips of tinfoil, which he has smeared over with a certain cement. This tinfoil is put upon it, and the whole of the types are placed in it till you have got a whole line, 20 or 30 together. Then they are cut into so many "the's," and then I have got my logotypes. Yesterday, when I became acquainted that I had to appear before you to-day, I gave an order to one of my little boys. I took the liberty to tell him to make logotypes of the names of all the Members of the Committee, as they appear in the Votes of the House of Commons. All your names were over and over again composed and distributed; he did it in a quarter of an hour. And if you will allow me, I will present you with a logotype containing each of your names (*producing the same*).

780. The logotypes are formed by putting together a number of ordinary types?—Yes.

781. *Chairman.*] Your improvement, you say, is of a double kind; first, in the make of them, and secondly, in the use of them?—Exactly, and in putting them into boxes.

782. Do you use these logotypes alone, or do you use letters as well?—I use letters as well.

783. Does it not confuse the compositor to have two sets of types which he has to use constantly?—I do not see how that is to confuse him; he has the usual letters in the usual compartments; and the fact, the stubborn fact, is, that far from being confused he cheers up, by unmistakeable success.

784. Ordinarily speaking, when a compositor takes up the letters he knows the compartments from which he has to take them up; and probably he has in the different compartments a greater number of those letters which he is constantly using, and a smaller number of those letters which he uses less frequently?—Yes.

785. If you add to the letters of the alphabet logotypes, that is to say, words, do not you greatly increase the amount of the thought which the compositor must employ, because you must necessarily increase the number of compartments from which the type is to be taken?—Exactly.

786. Then would not the use both of single letters and of logotypes rather confuse the mind of the compositor than help him in setting up the word which he has to set up?—The compositor has to learn the logotypes, but he soon learns those. He soon knows that "the" is a logotype, and he knows that "a" is not a logotype, but is a letter. He has to compose "revolution," he there takes "re" "vo" "lu" "tion." Those are all logotypes.

787. How many logotypes have you?—Twelve hundred sorts at present; the scope is illimited.

788. Then probably out of the 25,000 words in the English language you have 1,500 in logotypes?—Not words, mostly syllables; my successors will have *words*.

789. Probably out of 10,000 syllables you have 1,500 logotypes?—Yes.

790. Besides

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790. Besides that, you have types of simple letters?—Yes; the logotypes can be increased to any extent.

791. Mr. *Craufurd.*] These logotypes are only an additional improvement in your system; they are not a necessary part of it?—They are not a necessary part of it; my invention is quite independent of these. Should I be convinced that these logotypes are good for nothing, and that it would be absolute madness to use them, this does not in any way affect the types themselves; and *vice versâ*, if anybody were to prove that my foot-marks are injurious, and give no assistance in any way, this has no influence on the logotypes. The inventions may be taken either separately or combined together; but of course they back one another, and assist one another; still they are independent. You can perfectly well use my types and say, "I do not wish to use the logotypes."

792. I understand you to state, that by your mode of making the logotypes by putting them together in the way you describe, you avoid the first difficulty with respect to logotypes, namely, the expense of a special foundry for logotypes?—Yes.

793. Mr. *Walter.*] Do you happen to know how many compartments an ordinary pair of cases contains?—A pair of cases would be 100.

794. And yours contain 1,600?—Yes.

795. So that your compositor has more than ten times as many compartments to use than an ordinary compositor has?—Yes; this needs explanation, because the invention consists of the different arrangements which I make to accomplish all this.

796. Have these types, of which you have given us a specimen, been long in use?—Not very long; I have just cast a fount.

797. Are they not likely to become illegible by being used frequently?—I have got some two years old, and they are just as legible; I have them four or five years old.

798. You state, that under your system the types are composed with the face downwards; is not that found to injure the face of the type?—No; the bottom is wood; metal cannot be injured by wood.

799. Mr. *Craufurd.*] With regard to the use of logotypes, do you find that there are some kinds of printing for which the logotypes are useful more than ordinary types?—Decidedly.

800. For instance, take the case of the Division lists of the House of Commons, would logotypes save time in printing those Division lists?—Yes, about 85 per cent.

801. You could have cases constructed for that purpose, so that logotypes, in that instance, might effect an enormous saving in printing?—Yes.

802. *Chairman.*] If you are setting up in type, in alphabetical order, the names of the Members of the House of Commons, is it not just as easy to set up your permanent press with single letters as with whole words?—If you were to make no alterations.

803. Mr. *Hankey.*] You stated that in printing the Division lists there might be a saving of 85 per cent. Must it not be precisely the same thing, whether you have so many letters continued standing in type, or whether you use a word which is made up of so many letters, because of course the logotype never could be used for any other than one name?—There might be two ways of using logotypes. Supposing I had the thing to do; I would have two ways to go to work to compose a list of the names of the Members of the House of Commons. One would be by making a logotype of the whole of the name, with the Christian name and place of residence. Then, of course, once having manufactured that name, that piece of metal would be of no use for anything else as long as it is in logotype; but suppose Parliament is dissolved, and other Members come in, I have not lost those types. No, I take the logotypes to pieces and compose them into the names of other Members of the House of Commons. The other way of going to work would be to compose logotypes of syllables in my usual boxes.

804. Mr. *Craufurd.*] If the name was composed with ordinary type, and set up in chase for the purpose of printing off a Division list, would you unlock your chase and take out the name, keeping the letters together so that you may have the name ready for the next occasion?—If you unlock it only for taking out

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one name or two, you may keep the rest locked up; but if you want to make many alterations, you cannot.

805. Suppose you have a page of the Division lists locked up in the chase and printed off, you have names in the chase which may occur in another Division list, but not all of them. Can you, according to the ordinary system, use those names, taking them out one by one, without separating the letters?—It would be a very difficult thing if you take one here and one there.

806. The ordinary course is to distribute the type and set the names up again?—Yes.

807. You save that process by keeping together the type composing the name?—Yes.

808. The size of your boxes obviates the difficulty connected with logotypes in the ordinary types?—Yes, the enormous length.

809. And if the end letters become worn or injured, you can detach those letters, and the remaining part constitutes a minor logotype for something else?—Yes.

810. Mr. *Greene.*] In fact, if any letter of the logotype becomes injured, you have only to recast that letter, whereas under ordinary circumstances you have to recast the whole?—Yes.

811. Mr. *Craufurd.*] Having touched upon the principal points of advantage possessed by your invention in composition, will you now turn your attention to the subject of the distribution of types. What are the advantages of your system of forming types with regard to distribution?—The first advantage is, that I am able to employ a great deal cheaper hands. Any man who knows his letters, takes, for example, this logotype; he looks at the back, and he finds the word "London;" he can read it directly, and consequently he can distribute it, and its immediate action is to reduce the price of labour in printing.

812. You have the same advantage in distribution as in composition, namely, that any person that can read the letters can distribute them?—Yes.

813. Suppose you have the letters distributed in pie, is there any facility by your method in separating the letter type from the space type?—Yes.

814. You have certain justifying spaces; in what metal do you make those?—I make some of the justifying spaces of iron or steel.

815. What is the advantage of making them of iron, with regard to the distribution?—Suppose you had these letters mixed up in a heap upon the table, the usual way is to have a boy to pick them up, but I take a magnet and all the space types jump up. I do not say that this is any very great advantage, but it is one advantage that I make use of, as far as the distribution of spaces is concerned.

816. I see that you have letters marked on the side of your type; what is the object of that?—It is to facilitate the distribution of foreign type. It is clear that no compositor, be he ever so clever, when he has not studied a foreign language, can possibly distribute the type. A man that has never studied Hebrew nor Greek could not possibly distribute Hebrew or Greek types. I have made a contrivance, by which any man can distribute foreign letters. It is exactly upon the same principle that is adopted by every manager of a library, or of any other room in which there are many articles. The person who has to distribute the books need not be acquainted with the interior of the book, he looks upon the side of it, upon which there is a number or a letter indicating the shelf it is to go to. It is evident that by such an arrangement any man who merely knows the English alphabet or the English enumeration can be a perfect distributor. In the British Museum, for example, he has only to look at the letter to see where he is to put the book. Now, I put upon the side of the foreign types a letter in English, which is cast with the type. The man who distributes these need not know the foreign language; all that he need look at is the English letter upon the side, which tells him in what compartment he is to put the letter. It is like the postman, who carries perhaps Greek or Hebrew letters; he looks to the direction of the letter, such a number of such a street, and he carries it to the proper door. And so here, the distributor need not look at the letters; if he looks at the side, he sees, for example, "A" upon it, and he brings it to the proper compartment.

817. *Chairman.*] You mean that by having an index letter referring to the type, the type being in a different language from that which the distributor knows, you get an easy mode of reference?—Yes.

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818. For instance, if you are printing a Hebrew book, the distributor knowing nothing of Hebrew, you use these side marks in English, as an easy index in replacing the letters?—Yes.

819. Mr. *Greene.*] Under the present arrangement for printing, we know that if type gets into what the printers technically call "pie," it is a very slow process distributing it into the cases; does not the letter upon the side enable a boy to distribute the types with very great rapidity and accuracy?—Decidedly; he need not set them up; he sees at once what they are.

820. *Chairman.*] When you have made use of the expression "logotype," I apprehend you mean by it one piece of metal having two or more letters, instead of only a single letter?—Exactly, one piece made of several pieces; it is a piece of metal containing many letters, instead of one.

821. Mr. *Walter.*] Is it not merely a number of letters stuck together with tinfoil?—It is. Perhaps it may not be strictly called a logotype, but it answers that purpose.

822. Mr. *Gregson.*] Have you explained your invention to any practical printers?—To many.

823. What has been the result?—They have all approved of it unanimously, and expressed their approval by laughing at me; laughing without argument against me I consider strong argument for me.

824. If they have unanimously approved of it, has there been any practical result?—It is impossible. How could the monks of antiquity accept the invention of printing, when their livelihood would be lost by it?

825. But if you showed them that in one branch you could do for a farthing what now costs a shilling, would it not be to their advantage to adopt it?—Not to the advantage of the printers; it is against their advantage.

826. Have you given public lectures upon the subject of your invention?—Many; there is hardly a printer in London that does not know what I am about.

827. Your inventions are known to the public?—Yes.

828. *Chairman.*] How long have they been known to the public?—A year, at least. I have advertised it, and many have seen it.

829. Have they been made use of in the trade anywhere in England?—No, except in my own place.

830. Has your invention been made use of practically anywhere?—In my own place.

831. For the purposes of trade?—No, for my own purposes; for anything I wanted to print.

832. Has any printer made use of your invention instead of making use of the ordinary method?—No.

833. Then, practically speaking, your plan has never been brought into operation?—That depends upon what construction you put upon the word practically. I say it has been brought into operation most perfectly.

834. I draw a distinction between practically bringing your plan into operation for the purposes of the printing business, and merely testing the plan yourself, by experiments made by yourself; has your plan ever been brought into practical operation, either by yourself or by other people?—If you limit the words, "practically carry out," as meaning that nothing is to be called practical except a printer does it, then certainly my invention has not been practically carried out, if that be the definition of "practical."

835. Mr. *Greene.*] But you have practically yourself carried out type founding, and all the arrangements connected with making types, and printing from them afterwards?—Perfectly.

836. And you are prepared to show them to the Committee, or any other person, in operation?—Yes; and to printers. I am happy to show it to any printer who will come to see it, as a witness, not as an opponent, judge, juror, and witness. I want nothing but a fair opportunity of explaining to them, and I hope convincing them, that I am right.

837. *Chairman.*] You are of opinion that your plan, if practically carried into effect, would facilitate and cheapen printing to a great extent?—Enormously.

838. But a practical experiment has never been made in such a way as to test the comparative results of your plan of printing, and of the plan at present in use in the trade?—If the word "practical" is to be understood the approval of eminent printers in London, and their acceptance of it, I have not that at present, and I have no hope of having it.

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839. Can there be any mode of practically testing the relative merits of the two plans, with reference either to expedition or to cheapness, except by comparing the results of the two plans when practically carried into operation?—That is the reason why I ask you to inquire into the matter, to see whether my plan is better than the usual one. It is very easy indeed to inquire into it.

840. Admitting, then, that this has never been practically tested, how are the Committee practically to test it? In what way can you suggest to us to proceed, in order to bring it to the test of practical experiment?—If I am asked to propose a mode of inquiry, I should propose as follows: that a time should be appointed, when, at any place where I have got a type foundry and composing boys, and everything that is wanted, a number of gentlemen, upon which both parties should agree, should be appointed to be jurors in the matter, and let the printers come there and make their objections; let it be a controversial meeting between me and the old printers, and after that I hope that the Committee will find that they will be able to come to a fair conclusion.

841. Would not that be simply a theoretical controversy, and not a practical one?—That depends upon what questions are put. If practical questions are put and are answered, it would be a practical controversy. All that I want is a thorough inquiry. Many printers have been begged to come and see it; they said, "We know all about it; we are practical men." I am the only practical man in my mode of composing, and they are practical men in their mode of composing, which is not my mode.

842. In what way can you prove to us the practical results of your plan, so as to enable us to come to a judgment with certainty as to whether it is a cheaper and more expeditious mode of printing than that which is now practised?—I think the best plan would be this: to take a sheet which is printed by the usual printers, and tell me what was the expense of printing that sheet, specifying what has been the expense for composing, what for correction, what for the paper, and so on. Then I will make a statement of what it would come to upon my plan. I will show that the hands I employ are a great deal cheaper, and that they compose much quicker; I would at once give an estimate of it.

843. Then the only way that you can propose, by which we should be enabled to give an accurate Report to The House as to the relative merits of your plan of printing, as compared with the ordinary plans now in operation, would be by turning ourselves into a jury to watch the process made by you, and the process carried on by others; is that so?—Exactly; that is what suggests itself to me. If anybody can suggest anything else, I am willing that any other method should be adopted, so that there is a thorough inquiry.

844. Mr. *Hankey.*] Have you a printing establishment of your own?—A very small one; I have only one small Stanhope press.

845. It is big enough to print a pamphlet?—Yes; I am now reprinting this pamphlet, describing my improvements in printing.

846. Could you give an estimate of what the expense of printing a book by your establishment would be?—With the greatest accuracy.

847. Would it not be a fair test if a certain document was given to you to print, and you printed it before certain printers who were competent to judge as to the mode or manner in which it was done, and if the same printing was given also to an ordinary printer, a perfect stranger, who should be called upon to give an estimate of the expense of printing it, as well as the length of time it would take?—But they could not guess by what process I had done it.

848. You would be able to satisfy an impartial person at what expense you printed it, and another printer would be able to satisfy him at what expense he printed it?—Exactly.

849. If you are able to print at a much cheaper rate than anybody else, does it not occur to you that you might send offers to persons who employ printers, because to persons who employ printers it must be a matter of perfect indifference whether the printer chooses to approve of your mode or any other; all that they want is to get their printing done at the lowest possible rate, therefore they would of course be happy to go to the cheapest establishment; and if you can print cheaper than anybody else, why should not the public generally apply to you to the extent of your present power to carry on business?—Perhaps this would not be exactly the time to speak of the real cause, but I can speak of what is not the cause of it. I will answer it negatively. I say the

cause

cause is not that I cannot print cheaper. The insinuation may easily creep into the mind, "Surely there must be some flaw in the matter, because if you can print so much cheaper you would have all the printing in London." But if there is any flaw in the concern, it is not that. My own room is so full already with my invention, and with furnaces for casting, that I could not admit another boy. If I had sufficient capital to start it, I have no doubt that by a single advertisement in the papers, stating that I would reduce the expense a penny per thousand or three halfpence per thousand, I would have all the composition in London.

850. Mr. *Crossley.*] You do not profess so much to print yourself, as to have made an invention which you wish to get into public use by the persons engaged in the trade?—It depends upon the definition you put upon the words "being a printer."

851. Do you intend to license this invention to printers, or do you intend to monopolise the trade yourself?—No; it is always bad to monopolise. To license is the best plan, and at the same time to have a large central capital establishment one's self.

852. As a printer?—Yes, I would do that, if I had the proper capital for it.

853. You say that the difficulty of getting men to take it up is, that they have skilled workmen who understand the old system, and that when you propose yours, they do not like to give up their old ways, which have cost them so much time and pains in learning; that is one of the reasons why you cannot get it introduced?—It is more than that.

854. Mr. *Craufurd.*] What is the rate in number of types per hour at which an ordinary average good compositor composes in now?—It varies from the most awkward man, to the most skilful man; 700 or 800 will be done by an awkward man; a good compositor will do 1,000; a very clever man will run up to 1,200 or 1,300; and to do 1,500 it must be a wonderful man.

855. Then we may take it that about 1,000 types per hour is the extent to which a good compositor can put together?—Yes.

856. How many can you put together in an hour by your process?—We are at present but beginners, still we do between 5,000 and 6,000 in an hour.

857. Mr. *Walter.*] Are you aware whether the publishers in London generally print their own works?—No, they give it out to printers.

858. Have you ever applied to any of those gentlemen to print their works for them, telling them that you can do it cheaper than they get it done at present?—I have, not sufficient types for the publishers; I have only a small fount.

859. But you could demonstrate to their satisfaction that your plan was the cheapest?—Such an improvement as mine works against publishers a great deal more even than against printers. Let to-morrow printing become a new trade, as I hope it will be, what will be the result to the publishers? The books which they have at the present moment upon their shelves will not be so valuable as new books printed every year. We are now living at such a rapid rate, that chemistry as it was in the year 1854 was not what it is at the present moment. The book is saleable, only because the publisher is the proprietor of it.

860. Supposing Messrs. Routledge, who are large publishers publishing a vast number of works at a cheap rate, were convinced by your information that you could print new books for them at a much cheaper rate than they are paying at present, would it not be to their interest to get their printing done by your process?—Undoubtedly not, because they would be ruined at once. The very thought of my invention being adopted to any great extent would cause their credit to fall to a low ebb, because it would depreciate the value of their large stock; therefore they are interested against me.

861. So that it is the interest not only of all the printers, but of all the publishers, to oppose your scheme?—All the large ones.

862. Mr. *Gregson.*] Setting aside all printers and all booksellers, turning to the book you have printed, I see that at page 61 you show that a capital of 100,000 *l.* will produce in six months a profit of 54,500 *l.*, and then you say this indicates a rate of profit of 100 per cent; how is it that the public have not taken up some proportion of this large profit?—It would be a long story to go into that.

863. *Chairman.*] Have you any reason for supposing that your plan will be cheaper and better than any other plan now in operation, except the opinion

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that you have formed from the ingenuity of the discovery; have you ever ascertained, in any way whatever, by any experiments, upon a sufficiently large scale, whether you can practically execute any amount of printing more cheaply and more expeditiously by your method than by any other method?—I am not aware of any better method than mine. I have made my inventions. I was not a practical printer, but I had a great deal to pay for printing. I was a sort of author and book-maker. I had a great deal to pay to printers. I know what I had to pay for composing and for corrections; and I know that if I had something now to compose, I would prefer to compose it myself or to pay a mere trifle to my compositors.

864. Mr. *Greene.*] Are you able practically to show the great rapidity and economy of your system?—Yes, exactly; I think what I have to show would show that practically. I think I have convinced already a good many, that have candidly inquired into the matter; but as to the printers, it is a matter of course that they should be prejudiced against me; and I must say that I am prejudiced against them as well.

865. Mr. *Crossley.*] Do not you think that inventors generally are too sanguine?—I will not say that I am an exception to the general rule; it is for the jurors to see what the truth is.

866. *Chairman.*] You are aware that many inventors have made discoveries, which have not answered their expectations?—I am well aware of that, and I am also aware that many an inventor has benefited mankind beyond his most sanguine expectations.

867. Do you think that it would be a prudent thing on our part to recommend to the House to adopt your plan, of which there has been no practical experience from which any certain judgment can be arrived at, as to whether it is likely to succeed or not?—I am willing to have my invention thoroughly examined by practical printers, who are my opponents, and they may state their objections. They are very much interested to annihilate me, and I cannot blame them. If I stand such a trial as this, I think you cannot have anything better. Upon what better ground could you recommend anything to Government?

868. Mr. *Crossley.*] Have you offered this invention of yours to the trade at all? have you fixed any price at which they may work it?—No, they could not; they have got no types.

869. Unless you put it into some practical shape, how can you find fault with the trade for not taking it up?—There is no way of doing it. What do I say to a printer: "Sir, I have made an invention, by which all your types are not worth anything."

870. If you do not offer it to the printers, cannot you offer it to somebody who is going to print?—Yes; that is my man.

871. Upon what condition would you let him use your invention?—I would first ask him whether he had got money; I would say, "I want 100,000 *l.* Will you embark 100,000 *l.* in carrying on this affair; in casting types, in printing for the public, and in granting licenses? If you will, you shall share the profits. I expect from this 100,000 *l.* to get another 100,000 *l.* annual profits upon it. It is a good per-centage."

872. *Chairman.*] What reasonable evidence can you give to the capitalist that, when he has so advanced his money for this purpose, he is likely to be a great gainer by it?—Nothing more than by showing him what I am doing. This is not the obstacle. I would have got, over and over again, the amount of capital; but the law of partnership comes in. A man says, "I am willing to advance you so many thousand pounds, but how is the partnership to be arranged?" The law of partnership comes in, and creates an obstacle.

873. If you wanted a person to advance you capital for a purpose, of course you would give him some data to go upon, to show that he was likely to get good interest for his money. What is the data which you would furnish such a person?—If I had this money, having expended 10,000 *l.* or 15,000 *l.* in arranging the materials of my plant, I would put an advertisement in the paper, "Cheaper Printing." Then probably those advertisements would be read by the proprietor of the "Times," and the proprietor of the "Daily News." He has to pay 6 *d.* per thousand letters; I offer to do it for 5 *d.* It is quite natural that he drops his usual printer, and comes to me.

874. But the capitalist to whom you apply would say, "Your invention may turn

turn out well, and your advertisement may bring customers; but still, before I advance my money, I like to have some tangible data to go upon, to show that I am not likely to lose the money." What data would you give him?—I would show him what I had done, and what I am doing.

875. Have you ever made such an offer to any person?—I have, and I have had a great deal of assistance in the matter.

876. Did they ever undertake to engage in it with you?—Yes.

877. If they have so undertaken, what has been the result?—They have assisted me in carrying it out, so far as I have carried it out. I have already about 10,000 *l.* in it.

878. But you have never practically worked it for the purposes of profit?—It is profit so far, that if I did not print this pamphlet myself, I should have to apply to a printer to do it.

879. Mr. *Greene.*] With regard to the questions which the Chairman has put to you with respect to the supposed difficulty of arriving at a conclusion as to the cheapness and expedition of your method, I understand you to say, that you use cheaper labour for the work of composition and distribution, and that you can do four or five times as much work in the time as the present compositors can do. Is it not then possible to clearly demonstrate a saving?—It is easy to demonstrate, but it must be gone into patiently; there is no mystification about it. It is not so difficult as it was to demonstrate that a railway would answer, or a mine.

880. Do you not propose to demonstrate the matter to the Committee, by practically composing and distributing a certain amount of work, by which a test can be accurately arrived at of the saving you make?—I have suggested to that effect; but if the Committee propose anything else, I am willing to submit to anything they propose.

881. *Chairman.*] In point of fact, have you ever done that which you now propose to the Committee to do, with any other person whatever?—I have, to all the parties who have supported me in my plan so far.

882. Have you ever practically ascertained the results of your plan in printing different kinds of works, pamphlets, papers, and different things as compared with the same things printed by the ordinary method, so as to demonstrate to yourself, and to any other person whom you have consulted, that your plan, in its results, is either better or cheaper or more expeditious?—Over and over and over again.

883. With whom have you done that?—In my own place, with all my men.

884. You propose to do it before the Committee, in order that the Committee may, more or less, constitute themselves jurymen to judge of the relative merits of the two plans. What I ask of you is, whether, never having practically worked the plan for the purposes of trade, you have ever carried on your process under the observation of any other person, so as to enable him to judge of the practical results of your plan?—No, I have not done so. I have waited for this Committee. I have prepared myself for this Committee. Since the moment I have seen that there was a question in the House of Commons about the most expeditious and the cheapest mode of printing, I said to myself, "Here is an opportunity for a fair hearing."

885. Then we have no other person excepting yourself, or those who take an interest in this invention, to whom we can apply for any test as to the relative merits of your plan and the present mode of printing?—Yes, there are a number of them. There is Professor Ansted; and there is Mr. Wilson, a practical printer.

886. You are proposing now a certain process by means of which you wish the Committee to arrive at a definite conclusion with respect to the merits of your process. What I asked you was, whether your process and its practical results have ever been investigated by any other person, so that you can give us his opinion as to the results of it?—I will answer, No.

887. Then there is no person to whom we can apply, who is indifferent in the matter, who can give us his opinion upon it?—The persons whose names are mentioned in my pamphlet are indifferent in the matter. A good many parties have come and examined my things, when I was not myself at home.

Martis, 24° die Aprilis, 1855.

MEMBERS PRESENT.

Mr. Walpole.	Mr. Muntz.
Mr. Greene.	Mr. Walter.
Mr. Thornely.	Mr. Crauford.
Mr. Gregson.	Captain Vernon.
Mr. Hankey.	Mr. Hadfield.
Mr. Crossley.	

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

John Ramsay M'Culloch, Esq., called in; and further Examined.

J. R. M'Culloch, Esq.

24 April 1855.

888. *Chairman.*] I UNDERSTAND that there are one or two points upon which you have some observations to add to your former evidence, more particularly with reference to a Report upon the Arctic Regions, and a Report upon Fairs and Markets in Ireland; can you give the Committee any idea of the expense occasioned by those papers, which were laid upon the table by command?—I have brought with me an account of the expense incurred by the public in getting up the Report on the Arctic Regions; it is a return to an order of the House of Commons; altogether the cost of that report was 1,685 *l.* 8 *s.* 8 *d.*

889. Does that include the maps and diagrams?—It includes the maps. The printing was 397 *l.*; the lithography 615 *l.*; and the paper 673 *l.*; altogether it makes 1,685 *l.*

890. For how many copies?—Two thousand copies were printed.

891. How many would be read?—That would be difficult to answer; a good number of people take some interest in that matter; but I believe the sale has been very small.

892. What is the price put upon that for sale?—I think the price should be marked upon the outside. The price is always fixed by the Printing Committee of the House of Commons. It is 20 *s.* a copy, in consequence of the number of plans.

893. I suppose that the whole of the other 1,200 copies were circulated gratis to Members and different public offices?—Yes; the House of Lords got 475; the House of Commons 700; the Journal Office 160; and I suppose of those sent to the Members of the House of Lords and the House of Commons, half would be in the market in the course of a very few days at a very reduced price.

894. Mr. *Hankey.*] What is done with those sent to the Journal Office?—For distribution to the different public departments, and persons entitled to Parliamentary Papers. Now if you look at that Report on the Arctic Regions, I am convinced you will be satisfied that it might have easily been reduced a half; it would admit of very great curtailment, and then it is printed in a loose and expensive style; it might hold all the matter that is in it in about half the size, and with a little judicious curtailment it would have been more interesting, and more likely to be circulated.

895. Who decides in what particular form a Report of that nature shall be printed?—I presume it was the Admiralty that decided it.

896. *Chairman.*] With regard to the Report on Fairs and Markets in Ireland, is that very voluminous?—That is not so very voluminous, but it is voluminous too; it is the Minutes of Evidence; it is not a Report. I never saw the Report; it is called Part 2d, and the cost of it was 531 *l.* 17 *s.* 2 *d.* Now, for my part, I cannot see where was the use of printing it at all; it might have been right

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to have sent over the Evidence in manuscript, and deposited it in the library here, and allowed any Irish Member of Parliament, or any other gentleman that wished to consult that Evidence, to consult it, but I cannot see what was the use of printing a mass of matter like that.

897. Was that a Report made by Commissioners?—It was a Report made by Commissioners.

898. I suppose, as matter of practice, that the public department out of which the Commission has issued, never decline to publish the Report which the Commissioners furnish to them?—I am not aware that they ever do. I would not object, and I do not see that you could object to the printing of a Report; but this is not the Report only; there is no portion of the Report in this volume; it is merely the Evidence taken before the Commission.

899. Then this is illustrative of a former suggestion which you made, namely, that you would not object in any case to the Report being printed and circulated after it was laid on the table of the House, but that you thought that in all cases the Appendix to the Report, containing the Evidence and different materials out of which the Commissioners had made their Report, should be furnished in manuscript, and should be printed only under the supervision of some proper authority?—Precisely; that is exactly what I thought, and what I venture to think still, that there should be some check upon the printing of those Appendices to Reports.

900. How many copies of that Report were printed?—There were 1,750 copies of that printed.

901. Out of which there would be about the same number given away, about 1,200?—I suppose about 1,200 would be given away.

902. Mr. *Greene.*] As that Commission was issued for the purpose of making alterations with respect to the fairs and markets, would it not be desirable that the Evidence should be sent to the different localities where the fairs and markets were stated to be carried on badly?—I would not presume to say positively that they are wrong in printing it, but I would say generally, that I think in a great number of those Commissions it might be quite enough if the evidence was taken and sent to the Library here, or to some place where it could be consulted by any gentleman who wished to consult it.

903. In this particular instance, is it not matter of justice to the parties accused that the evidence should be placed before them?—I would not say that it might not be necessary in this particular instance; but I think, speaking generally, that no appendices to reports should be allowed to be printed without having them referred to some competent Board, or some competent party to judge of its propriety.

904. *Chairman.*] With reference to another subject, have you a copy before you of the Gazettes which are published?—I have before me a leaf of an estimate recently printed by order of the House of Commons.

905. Does that give you the particulars of the expense of printing the Gazettes?—It does not give the particulars of the expense; it merely gives the gross amount of the expense incurred.

906. The gross amount of the expense incurred in printing and publishing the London Gazette, the Dublin Gazette, and the Edinburgh Gazette?—Precisely.

907. Will you state the gross amount of expense of printing the Dublin Gazette in 1854, and the expense of publishing the Edinburgh Gazette in 1854?—The editor's salary of the Dublin Gazette, and the editor's salary of the Edinburgh Gazette are the same, each of them is allowed 200*l.* a year; exclusively of that, the cost of bringing out the Dublin Gazette in 1854 was 169*l.* 4*s.* 4*d.*

908. What was the cost of bringing out the Edinburgh Gazette?—The cost of bringing out the Edinburgh Gazette for the same year was 988*l.* 9*s.* 8*d.*

909. Can you account for that great and apparently unaccountable difference between those two sums?—Yes; I think the Edinburgh Gazette is published in a uselessly expensive way. The expense of its publication might be very much reduced, and there is nothing to prevent its being reduced if it were desired. It might be brought much nearer to a level with the expense of publishing the Dublin Gazette.

J. R. M'Culloch, Esq

24 April 1855.

910. Will you explain how the enormous expense of that Gazette has been occasioned, and what is the mode in which it could be altered?—I have brought a memorandum here relative to the Edinburgh Gazette, which, with the permission of the Committee, I will read: "Previously to 1793 the Edinburgh Gazette could not be said to exist as a separate and independent publication. It was established by Act 33 Geo. 3, c. 74, s. 14. Down to that period it was enough that advertisements issued by authority appeared in the London Gazette, or in any ordinary Edinburgh newspaper, or both; and it is further necessary to keep in mind, that from 1806 to 1848 the Gazette was assigned to a private party, by whom the charges of its publication were defrayed, and who pocketed the sums received for the advertisements inserted in the Gazette, and the copies sold, which sources latterly produced a very handsome surplus revenue. It is only since 1848 that it has come under the control of the Treasury. The Edinburgh Gazette is published twice a week, on Tuesdays and Fridays. The impression varies from 100 to 110 or 112 copies. It is sold at three pence per sheet, and is regularly bought only by public institutions, which are obliged to have it for business purposes, while it is occasionally bought by law agents and others who send advertisements to it, which have to be produced in legal proceedings. These advertisements consist of notices in regard to bankruptcy, sequestrations, processes of *cessio*, the disposal and re-settlement of entailed estates, and some other matters, which must, to be legal, appear in the Gazette; and it is on this ground that its continuance is defended by parties in Scotland. But one would think that every object to be gained by their publication in the Gazette might be equally gained by directing them to be published in some of the principal Scotch papers. The prevention of abuse by ensuring publicity was no doubt the object the Legislature had in view in directing that the notices referred to should be inserted in the Gazette. It is plain, however, that this object cannot be realised by their appearance in a publication of which only about 110 copies are disposed of. The system under which the Edinburgh Gazette is now printed and published was fixed by a Treasury Minute of June 1848; but that Minute was founded on conclusions drawn from the rates at which ordinary printing used to be conducted in Edinburgh, and before we had the experience acquired by the new system under which the London and Dublin Gazettes are now printed. This experience has shown conclusively that the rates allowed for printing and publishing the Edinburgh Gazette are much too high, and that they might and ought to be reduced from 50 to 60 per cent.; and if the charges were properly reduced, and the matter in the Edinburgh Gazette confined to what really belongs to it, I do not think it would be going too far to say that its cost, exclusive of editor's salary, might be reduced 65 per cent."

911. Mr. *Thornely.*] Do not the Standing Orders of the House of Commons require that notices respecting railways, and other public works in Scotland, should appear in the Edinburgh Gazette?—I believe they do when they apply to Scotland. There are a great number of things which to be legal must appear in the Edinburgh Gazette; but Mr. Wilson introduced a Bill into Parliament in which he had a clause with respect to the notices that are obliged by law to go into the Edinburgh Gazette to give them equally legal effect provided they appeared in the London Gazette. By that means the Edinburgh Gazette would have been suppressed altogether. But that raised a commotion in Scotland; it was one of the Scotch grievances, and Mr. Wilson gave it up.

912. Are not the notices that you referred to required to be inserted respectively in the London, Dublin, or Edinburgh Gazettes, as they relate to England, Ireland, or Scotland?—Yes; I believe that if a railway belongs to Scotland, then the notices connected with it would have to appear in the Edinburgh Gazette.

913. *Chairman.*] But that would not account for the great difference in the expense between the Dublin and the Edinburgh Gazette?—That has nothing to do with it.

914. In that memorandum which you have read, you say that you think the expense of printing the Edinburgh Gazette might be reduced from 50 to 65 per cent.?—I am very much within bounds when I say, that it might be reduced to-morrow 60 per cent.

915. Is

915. Is not the amount of expense now dependent upon the orders of the Treasury; could not the Treasury without any further recommendation from us, if they please, reduce that expense to a proper amount?—It is astonishing what difficulty the Treasury have had about it. I do not believe there is any man more anxious to reduce the cost of the Edinburgh Gazette than Mr. Wilson is, and he has not been able to effect it.

916. Then must there not be some reason on the other side which we ought to consider before we recommend that that expense should be so reduced?—I am not aware of any reason.

917. What would be the difficulty of the Treasury issuing an order to that effect, in the same way as they would issue an order with reference to the printing of other public documents?—I am not aware of any good reason. For about 40 years the Scotch Gazette was a private affair. It was assigned to Mr. Dugald Stewart; he paid for printing it, and he got the profit. This was effected by a grant which the Government of 1806 made to him, which was renewed by the Government of 1826, and continued to 1848, and it is only since then that the Treasury has had anything to do with it. The editor gets a salary of 200*l.* a year. He has only been a servant of the Government for about seven years; but it might be considered hard, and even unjust, to take away his salary; the printing, however, ought certainly to be put upon a new footing.

918. There is no reason for taking away his salary more than for taking away the salary of the editor of the Dublin Gazette; both are in the same position?—Both are in the same position, and the editor of the Dublin Gazette formerly printed it.

919. Who is the printer of the Dublin Gazette now?—It is printed by our contractor there, Mr. Thom.

920. Not by a person who superintends it, and who gets a salary for that superintendence?—No; he formerly printed it.

921. Then would not the best way be to divide the Edinburgh Gazette as you divide the Dublin Gazette, between the person who has to do the printing and the person who has to superintend the work?—Yes; the most valuable part of the Edinburgh Gazette is the printing. I have brought copies of the Gazettes, from which the Committee will see that a vast deal of what seems to be useless matter is stuck into those provincial gazettes: For example, if an Extraordinary Gazette, or any announcement about the Court, or any account of the visit of the Emperor, or anything of that sort appears in the London Gazette, it is usually taken into the Edinburgh and Dublin Gazettes. There is less of it in the Dublin Gazette, because the printer of it makes little or nothing by it, and therefore there is no particular motive to swell its size. But in Edinburgh the printer of the Gazette makes a large profit by the printing, and he rarely omits anything that can be introduced. He took in the Reports of the Juries in the Great Exhibition, filling 140 pages with them.

922. Do they get any profits from the sale of those Gazettes?—No, the profit is from the printing.

923. In England do they get any profit from the sale of the Gazette?—Not the printer; the Government gets all the profit of the sale.

924. What is the charge for those Gazettes?—The price of the London Gazette, if it does not exceed four pages, would be 4*d.*; if it did not exceed eight pages, its price would be 8*d.*; when it is more than eight pages, it costs a shilling.

925. Is not that a very high price?—I have brought a statement of the expense of getting up the Edinburgh and the Dublin Gazettes, which I think will astonish the Committee.

[*The same was read, as follows:*]

J. R. M'Culloch, Esq.

24 April 1855.

STATEMENT of the Cost of Printing per Sheet, and of Publishing and Editing, the London, Edinburgh, and Dublin Gazettes during the Year ended 31 March 1854.

	London.	Edinburgh.	Dublin.
	£. s. d.	£. s. d.	£. s. d.
Printing per sheet of four pages - - - -	1 10 3¼	2 7 4	– 5 6 including charge for publishing.
Publishing per number -	*	1 11 6	
Editing per annum - -	600 – –	200 – –	200 – –

* *Note.*—There is in the London Gazette Office an establishment, exclusive of the Editor, of two clerks, an index-maker, and a warehouseman.

The sale of the London Gazette averages from 350 to 400 copies.

The sale of the Edinburgh Gazette varies from about 70 to 90, and that of the Dublin Gazette from 30 to 40 copies.

926. Have you any further evidence to add?—There is another Gazette about which you might inquire, and that is the Police Gazette, which is printed at the public expense, and is as much an item of public cost as the London Gazette.

927. Who prints it?—That is more than I know.

928. What is the expense of the "Hue and Cry"?—That is more than I know.

929. Will you have the goodness to send to the Committee information with respect to the expense of printing it?—I can read a letter which I got from the Receiver of Police about that publication, and I wrote an answer to him; and I have here an estimate of what it can be printed for.

930. Will you put it in?—

[*The same was delivered in, and read as follows:*]

Metropolitan Police Office, Receiver's Department,
15 March 1855.

Sir,

Having been directed by the Secretary of State to confer with you upon the subject of printing and distributing the Police Gazette, I have to request that you will have the goodness to inform me upon what terms your department would undertake to fulfil the following conditions, viz.:—

To print (upon paper similar to the enclosed sample) and circulate, including the wrapper and folding, 5,000 copies of the Police Gazette three times in each week, namely, Monday, Wednesday, and Friday; and as the circulation is continually increasing, you will be pleased to state what extra charge would be made for each additional 250 *completed* over and above the aforesaid 5,000.

The War Department having obtained the sanction of the Secretary of State to the insertion of the deserters from the Royal navy and militia, it will be necessary to increase the size of the Gazette from time to time, either by a single or double sheet. (*Vide* enclosed, marked Nos. 1 and 2.) I have therefore to request that you will have the goodness to estimate in both cases.

I am, Sir,
Your obedient Servant,
John Wray.

Sir,

Her Majesty's Stationery Office, 29 March 1855.

With reference to your letter in regard to the publication of the Police Gazette, I beg to say, that I desired Mr. Harrison, the printer of the London Gazette, to give me an estimate of the sum for which he would undertake to produce and distribute the Police Gazette; and I beg to annex a copy of his estimate. I believe it to be reasonable, and that the publication of the Police Gazette may be safely entrusted to Mr. Harrison.

I have the honour to remain, Sir,
Your most obedient Servant,
J. R. M'Culloch, Comptroller.

POLICE GAZETTE.

J. R. M'Culloch, Esq.

24 April 1855.

	£.	s.	d.
Estimate for composing, correcting, working-off, folding, binding, and addressing 5,000 copies of the Police Gazette (similar to the annexed number), and paper for the same, per number - - - - - -	23	5	–
Working off, folding, binding, and addressing every 250 copies beyond 5,000, and paper for the same - - - - - - - - - - -	–	18	6

45, St. Martin's-lane,
29 March 1855.

H. Harrison.

As the Police Gazette is published three times per week, the annual expense, under the foregoing estimate of 5,000 copies, would be 3,627 *l.*

931. Mr. *Hankey.*] Do you supply the paper for that publication?—No, I do not.

Major *Bartholomew Beniowski,* called in; and further Examined.

Major *B. Beniowski.*

932. *Chairman.*] SUPPOSING the Committee were to take the same sanguine view of your invention as you take yourself, would you be prepared to make an offer to the Government of any specific terms of contract which you would enter into with them for the printing of public documents?—Certainly; I could do so; that is to say, I could not do it myself, because other parties would have to be consulted.

933. Have you considered whether, in proposing those terms at which you would undertake to print for the public, you could engage to print for the public at a much less rate of expense (specifying distinctly what the rate of expense would be) than the lowest rate at which printing is now done for the public?—I am quite prepared, for I have considered the matter over and over again. It is the very purpose for which I am here.

934. Mr. *Gregson.*] Then are the Committee to understand that you and other parties are prepared to put in an offer?—To make an offer needs to be prepared, not only with an estimate, but with the capital required for the purpose; but with capital I am sorry to say I am not prepared.

935. Then you are not in a position to make a tender?—I am not.

936. Supposing the Committee were to close its labours now, you would not be in a position to make a distinct tender to the Government as to the terms upon which you would print for the public?—I must answer that question according to my mind. If now, before the Committee has come to such a conclusion, I were asked to make an offer, I certainly could not make an offer; but I am confident that as soon as it would be known that after the inquiry which has been made in this place I was asked to make an offer, I do not doubt that a few days, perhaps a few hours, would be sufficient for enabling me to say, "Yes, I can offer a tender;" but I can only say that is my sanguine expectation. If I had money in the bank, of course I would do it directly, because the speculation is safe. When I say that the speculation is safe, perhaps I may add a few words more; in any speculation we have two dangers: the one is not to gain anything, the other is to lose a great deal. A man, for instance, makes an invention of machinery; suppose in the making of boots and shoes, he embarks 10,000 *l.*; he has a danger to incur, that if the invention is merely imaginary, all the money embarked in this new-fangled machine may be lost. That is not the case with my invention; if it could be proved to me to-morrow that after embarking 10,000 *l.* in casting my types, my invention is merely imaginary, yet I cannot possibly be a loser of that money, because my types are exactly the same thing as all other types; I have only to turn my types to other uses. I have merely the misfortune to have a fancy to make a mark upon them. It is the same thing as if I bought to-morrow, at the common price, spoons at the weight of silver, and had a fancy to mark upon them the image of a bear or an ox, imagining that it would be a great benefit to mankind. When it is proved to me that I have failed in my imaginings, still the value of the silver would remain the same. For this reason I am satisfied that as soon as the Committee could pronounce that my invention was to be tried for the public printing, a few hours would be sufficient to enable me to make an offer.

Major *B. Beniowski.*

24 April 1855.

937. Mr. *Craufurd.*] Do you produce a paper which contains a statement of your improvements in the machinery for printing?—I do (*producing a printed paper*).

BENIOWSKI'S IMPROVEMENTS IN PRINTING.

1. TYPES invented for the purpose of enabling any person to set up writings in metal for the press, without the hitherto unavoidable necessity of having recourse to professional compositors.

On the feet and sides of these types are letters, by means of which any man can compose as easily as those trained for the purpose; and any child, knowing merely his English Alphabet, can distribute the types, not only of the English, but also those of foreign languages.

A page composed of these types, far from being like usual compositions, black upon black, inverted, and upside down, is on the contrary, as plainly and clearly legible as a printed book. It is as legible as any door-plate gilt or silvered.

The task of correcting, so notoriously irksome even to professional compositors, can be easily and perfectly performed by anybody, and especially so by the author.

By these types the labour of men, women, and children, with but little previous instruction, may be brought into profitable use, while the present compositors can have no objection to adopt them, they being in all other respects similar to the present ones.

In the case of script, ornamental and musical types, of foreign languages, figures, and scientific symbols, the foot and side letters will prove a great assistance even to those who have been compositors for many years.

2. LOGOTYPES.—No one has ever denied their usefulness, and it is upon record that by means of logotypes the "Times" was, during the first years of its foundation, composed about four times quicker than at present. These advantages however, were far outbalanced by certain expenses and other inconveniences which the present inventor has, by very simple means, entirely removed. The economy arising hence is incalculable. In the composing of an ordinary sized paper, 2,000*l.* at least may be saved per annum.

No machinery whatever, for composing, is required: any person of ordinary capacity, with a few months' instruction, can pick and set up into lines and pages, from 5,000 to 7,000 types per hour, with little chance of an error.

3. CASES, designated the AUTHORITON, composed of several thousand compartments, and capable of containing from 100,000 to 200,000 types, occupy no more room than the usual ones.

4. SIMULTANEOUS DOUBLE COMPOSING.—This is an absolute novelty. Two compositions of any given copy are made simultaneously in about one-and-a-half of the time required for a single composition.

The Paris "Presse," by using two, and the "Amsterdam Handel's Blatt," by using four compositions, produce, with indifferent machinery, more copies per hour than any of the best machines in England. This cannot be introduced in the case of English newspapers containing an enormous quantity of type; the expense would be extravagant, and there could hardly be found a sufficient number of compositors for such a purpose. But, with the above types and logotypes, and the hence resulting unlimited supply of cheap and rapid hands, combined with simultaneous double composing, this desideratum can easily be obtained.

5. An apparatus, by means of which an unlimited number of spaces is picked up from pie and distributed.

6. A PRINTING MACHINE having the following novel features:—

a. The types are imposed on the INTERIOR surface of a cylinder, and therefore cannot fall out by their own gravity, nor can they be driven off by the centrifugal force, be the angular and the perimetral velocity ever so great.

b. The feeding and receiving boards, the distributing, inking and impression rollers, like all the other organs of this machine, are in the INTERIOR of a cylinder, and therefore the whole occupies but one-third of the space it would otherwise require.

c. The distances between the feeding and receiving boards are reduced to a few inches.

d. The receiving and depositing of the printed sheets performed automatically, and therefore the number of attendants is proportionally reduced.

e. The construction of the machine is simple, whilst its productiveness may be increased to an unprecedented extent.

A machine constructed for the purpose of throwing off about 20,000 impressions per hour of a paper, the largest size in existence, would occupy no more room than a common fourfeeder.

Such machinery, combined with a double composition, would produce 40,000 impressions per hour.

7. INKING ROLLERS.—Permanently elastic, not subject to atmospheric influences, and which may be driven with any velocity.

8. A MOULD—For casting types in general, and the newly invented ones in particular, more simple in construction, and about 50 per cent. cheaper than those in present use.

9. PRINTING

9. PRINTING FOR THE BLIND.—The expenses hitherto indispensable for casting types for the blind, and also the expenses of composition, reduced from thousands to comparatively nothing.

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N.B.—This prospectus has been worked with inking rollers filled with compressed air, exposed during upwards of 12 months to dry and wet weather, and also to temperatures varying from summer heat to below zero, without ever wanting more than a few minutes to make them ready for use.

No. 8, Bow-street, Covent-garden.

938. There was one point in your improvements which I think was not touched upon in your evidence upon the last occasion, which is here spoken of under the head of Simultaneous Double Composition. Will you explain to the Committee the nature of that improvement?—Simultaneous double composing is practised in London; at present and for many years already it has been practised. Whenever a large number of copies of something is to be printed in such a short period that no machinery can possibly produce it in the time, the contrivance to which printers have recourse is to have, instead of one composition, two; and when they put those two into the machine, they receive for each impression two copies; then they chop it, and of course it is multiplied by two. In doing this, they go as far as four and five copies, and so on; but this has only hitherto been practised in England for such things as handbills, which are distributed in the streets; it is not upon record that it has ever been attempted in England to make two compositions of any large work; for instance, the "Times" Newspaper or the "Chronicle," while it is wonderful to say that on the Continent it is practised day after day. I have myself witnessed it with my own eyes in 1848. "La Presse," a paper in Paris, has two compositions, and I was astonished to see that "La Presse," with very indifferent machinery indeed, produces per hour more copies than the "Times" Newspaper machine, which is the second in perfection at present in existence in the world. By what peculiarity is it?—"La Presse" has got two compositions. I went from Paris to Amsterdam, where I heard that there are four compositions; I saw at the time the fact; a paper called the "Handels Blatt," a commercial paper, prints from four compositions, because its circulation is immense, and it is wanted to be published within an hour and a half; it is a commercial evening paper; and now "La Presse," in Paris, has got four compositions, beating totally the machinery of the "Times," by about three to one by this contrivance, of having four compositions instead of one. The machine itself is not at all to be compared with the machinery of Applegath's press.

939. *Chairman.*] Do you make four simultaneous compositions in your machine?—Not four; I make two. I make two simultaneous double compositions at one and the same time, in the following manner: I have before me a case with a number of compartments of letters, A, B, C, D, and I have to compose the word "London:" then instead of taking one L, I take two L's, and I put them into the composing stick; I take two O's, and I put them side by side; then two N's, then two O's, and so on, making two compositions at the same time. My invention consists in the nature of the boxes. Although I have not here the identical boxes from which I make two compositions instead of one, yet I hope that the little box which I have here will be sufficient to explain the nature of it (*producing the same*).

940. Mr. *Craufurd.*] I understand you to say that double composition exists now, and can be practised by the present mode of printing?—Double composition is in existence, but not simultaneous double composition.

941. The present mode of double composition requires two compositors; a compositor for each copy?—Exactly.

942. But your mode enables one compositor to compose two copies at one time?—Exactly.

943. That is performed by a contrivance enabling the compositor to take up two letters at a time?—Exactly.

944. For example, in the word "London," you take each of the letters double, and you compose the word double simultaneously?—Just so.

945. And you divide the two by means of a lead?—Yes.

946. And that is arrived at with the use of only one copy and one composing box?—Just so.

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947. And one correction?—Just so.

948. At what rate of composition can that be done with reference to the number of letters per hour?—A little slower than if it were a single composition.

949. You stated that you can compose single composition at the rate of 5,000 letters an hour?—Yes; and this double composition would not be 10,000 an hour, but about 7,000 or 8,000 an hour.

950. Mr. *Walter.*] Does not the value of double composition depend upon the number of copies required and the matter produced, so that, for instance, you would not consider there was much value in double composition where only a limited number of copies were required?—It is not wanted then.

951. You are aware that in the House of Commons' printing, the number of copies printed are of a limited character as compared with other publications, and that the House of Commons is not in the habit of printing 10,000 or 20,000 copies of documents?—I know from some of the Reports of the House of Commons, from the blue books, that there have been cases in which so many copies were printed of the same thing that no printer in London could produce it in the time given. In those cases double composition is wanted.

952. But take the case of the Votes?—It is not wanted there.

953. Nor for the Reports of Committees?—I dare say not.

954. Nor for the Division Lists?—I dare say not.

955. Nor for Parliamentary Papers in general?—Whenever a great amount of copies is wanted within a limited time, it may be only 1,000, if they are wanted in five minutes, double composition comes into play.

956. Are you aware of any difficulty in obtaining the number of copies wanted of Parliamentary Papers in a limited time?—Yes; I will state the words of Mr. M'Culloch. He says that sometimes there is enormous difficulty, owing to the shortness of the time that is given, so that you cannot accomplish it, and consequently you accomplish it (I repeat his words) in the most disgraceful manner.

957. But that, I apprehend, must arise from the variety of the matter sent in for composition, and not from the number of copies required to be produced, which is very limited?—My impression is, that it is owing to nothing but the number of copies, because sometimes 200,000 or 300,000 copies are wanted in 24 hours.

958. But we are speaking now, not of other printing, but of the printing of the Votes, and Division Lists, and Reports?—Of course where it is not wanted, it is not wanted.

959. Then the necessity of double composition would not exist, except in cases where a great number of copies are wanted?—It would be very much wanted for the "Times."

960. But we are speaking of Parliamentary Papers?—Perhaps it is not wanted there.

961. Mr. *Craufurd.*] That is only one of the improvements in your inventions, each of those improvements standing alone upon its own bottom?—Exactly.

962. Mr. *Hankey.*] Is there any other kind of printing in which it is necessary to use more than one composition?—Every day it happens in London.

963. Will you mention the kind of cases in which it is wanted?—For instance, Moses, the tailor, will require upon an emergency 200,000 or 300,000 handbills; he gives an order to his printer that he must have it this evening; it is impossible to produce it by any one machine in the world; the printer makes 10 compositions; he puts it upon one sheet, and each impression gives 10 copies; my invention does not go up to 10 compositions, but it goes to two.

964. Then the only example you can give is handbills?—In England it is only practised with respect to such things; but on the Continent it is practised for newspapers; I gave as an example, "La Presse," which has a circulation much larger than the "Times," and has four compositions, but it is not done in England; I can explain the reason why it is not done in England.

965. Mr. *Craufurd.*] You have invented a new printing machine?—I have.

966. Will you state the leading features of your printing machine?—One principal feature is that the types are imposed and locked-up in the interior surface of the cylinder; not as it is generally practised, upon a flat surface, nor

as

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as it is practised in some of the English machines, on the outside of the cylinder, but they are put upon the inside of the cylinder.

967. Instead of being set in the convex surface, the types are set inside the hollow space?—They are.

968. What do you consider to be the advantage of that mode of setting the type?—I must first explain it. If the types are put upon a flat surface, when the types come forward they cannot print any more. This being the case, people have made inventions to put the types on the outside of a cylinder revolving upon a horizontal axis; this is practised in America. The "Times" Journal has a cylinder revolving upon a perpendicular axle, because, instead of coming backwards for printing, it turns round; and, like anything which is bent into a circle, the nearer you come to the end, the nearer you are to the beginning again. So far go the inventions that were before me. The inconveniences of this invention in both those forms are these: that when you revolve the cylinder with rapidity, there is evolved a sort of centrifugal force, and to prevent the types from flying off from this machine, certain contrivances are resorted to. This centrifugal force increases in a certain ratio with the increased diameter, and with the increase of the velocity with which it turns round. Seeing this, I took the example of a plaything of boys, who put a glass of water within the interior of a hoop, and on turning it round, it turns all round and the water does not spill out; or as many have seen the centrifugal railroad. I put my types in the interior of the cylinder, and lock them up, and I may revolve them with rapidity, turning round this axle, and not a single type will move; so the centrifugal force, instead of acting against me, I have brought to my help; the greater the diameter, and the greater the velocity, the safer my types. That this is an advantage nobody can deny. And there is another advantage, which is of a very practical and simple nature in my machine, the saving of room, which is of the utmost importance; my machine as compared with others, the productiveness being the same, occupies only a third part of the room which any other machine would occupy; the feeding and receiving boards, and the distributing, inking, and impression rollers are all in the interior of the cylinder.

969. In short, the advantages of your printing machine are, that whereas the centrifugal force is a disadvantage in the present machine, it is in yours an advantage, because it helps to lock your types the more safely the greater the velocity; and you save space by having your shelves for delivering the paper inside the cylinder?—Exactly; those are the principal advantages.

970. You have also invented some new inking rollers?—Exactly.

971. Those, I believe, instead of being heavy like those at present used, are formed of Indian rubber inflated with air?—Exactly.

972. They have been tried, I believe, and are durable?—Very much so; they have stood the best trials; I do not know to what more strict trials they could be put.

973. You have also the advantage that you can give them any degree of elasticity or hardness that you require, by simply injecting the air?—Exactly.

974. Have those been in use for some time in the trade?—No. A few have tried it; but not to say in the trade. That is a very large word, "in the trade." But a few printers have tried it, and they are perfectly satisfied. It is so easily proved, that it cannot be doubted.

975. Those are the main features of your improvement?—They are.

976. Mr. *Hankey.*] Are you willing to contract to supply rollers to parties?—I think I would have no hesitation in doing that.

977. Mr. *Craufurd.*] Do you produce a paper which contains an estimate of the cost of printing according to your plan?—I do, which I will hand in.

[*The same was delivered in, and read, as follows:*]

Major *B. Beniowski.*

24 April 1855.

STATEMENT of Expense of COMPOSING, &c., by Major *Beniowski*'s Improvements in LETTER PRESS PRINTING.

1st. Composition by Single Types with Spaced Letters and a few Logotypes:

	s.	*d.*
Copyist to copy MS. and prepare for compositor, average per 5,000 letters (reprints not requiring it)	–	4
Composing 5,000 letters by boy or girl, at 6 *s.* per week, 2 ½ hours	–	2 ½
Justifying same by boy	–	1
Distributing same by boy	–	4
Corrections	–	1
Paging and imposing	–	1
Total for 5,000 letters	1	1 ½

2d. Composition by Lygotypes:

	s.	*d.*
Composing 5,000 letters by experienced compositor, at 1 *l.* per week, including corrections, paging and imposing (one hour)	–	4
Justifying same by boy or girl, at 6 *s.* per week	–	1
Distributing – – ditto – – ditto	–	1 ½
Total for 5,000 letters	–	6 ½

To this must be added the cost of forming the lygotypes, which would be almost inappreciable, not more than a few pence per week drawback on each compositor.

3d. Double Composition or the Composition at the same time of the same Matter twice over:

	s.	*d.*
Composing two forms of matter containing 5,000 letters each, by a skilled compositor, at 20 *s.* per week	–	6
Justifying ditto by two boys or girls, at 6 *s.* per week each	–	2
Transferring – – – ditto – – – ditto	–	– ¼
Distributing – – – ditto – – – ditto	–	3
Total for two forms of matter of 5,000 letters each	–	11 ¼

The above estimates are given with the greatest confidence and will be found excessive, while the very many other economical advantages incidental to the improvements have not been taken into consideration.

N. B.—The present compositors are paid 6 *d.* for the complete arrangement of 1,000 letters, being 2 *s.* 6 *d.* for the 5,000 letters, except in the morning newspaper offices, where they are paid 3 *s.* 10 *d.* per 5,000 letters.

The complete arrangement of 10,000 types is considered an average day's work for one person.

Bartholomew Beniowski.

978. Mr. *Gregson.*] As I understand this paper, the same work which now costs 3 *s.* 10 *d.* you propose to do for 6 ½ *d.*?—At present it costs 2 *s.* 6 *d.* prime cost to the compositor.

979. *Chairman.*] I understand you to say, that according to your plan the composing of 5,000 letters by an experienced compositor would amount to 6 ½ *d.*?—Exactly.

980. And I understand you further to state, that the composing of 5,000 letters in the ordinary way by the present mode of printing would cost 2 *s.* 6 *d.* where yours costs 6 ½ *d.*?—Exactly. There is no doubt about the usual rate of composition; the master printer must pay that sum to his men, if not more. I am not speaking of what the master charges.

981. What means have we of judging that the composing of 5,000 letters by your plan would certainly be done for 6 ½ *d.*?—I would suggest for somebody to take a text containing 5,000 letters, and count them out, and give them to a person to be composed, and observe what sort of party it is, and what wages that party is likely to have, and those data would lead to a conclusion as to whether what I state is right or wrong. With regard to the fact of what other printers pay, that is easily known.

982. You say that it is easily known what the present compositors are paid?—It is known to everybody.

983. What

983. What do you say would be the saving made by your plan being adopted?—It works in two ways. First, I employ infinitely cheaper hands, on account of the apprenticeship being merely nominal; secondly, their number in the market is legion; and thirdly, the productiveness is a great deal larger than by the usual mode. Had my inventions produced nothing but to shorten the apprenticeship of the compositors, it would very fairly be expected that their wages should be lower; or if I employed the same sort of skilled hands, but they produced more per hour, of course the price would be less. But I have done both. I employ cheaper hands, producing more than the old dear hands can do. In the printing, then, I reduce the expense to this extent. As I know I shall be taxed with exaggeration, I must repeat that I have not exaggerated, and in fact I dare not speak what I really believe. I really mean that I will pay for composition in half the practical cases nothing at all, and that in a fourth portion I shall be paid for it. To be paid for composition is certainly a most extravagant statement, but that I believe will be the case. But supposing that this is an exaggeration, still all the above remains true.

984. With regard to your plan, do I rightly understand you to say, with the same number of hands employed, as compared with the number of hands employed in any other printing establishment, your great saving would be that you get cheaper labour?—If there were the same amount of types to be composed in two printing offices, one in Parliament-street, and another in Bow-street, both wanting a million of types to be set up and no more, I would certainly in my printing office employ the less number of hands.

985. Then I think the result of your evidence is, that according to your conjecture, and in your opinion, you, as compared with an ordinary printer, would have to employ a less number of hands, and that those hands would be less skilled, and consequently receiving a less amount of pay; and that in those respects a great diminution and saving is occasioned by your inventions?—Exactly; less skilled hands, of whom there is a greater number in the market. The whole community is able to compose according to my plan. This composition is a matter for every gentleman or tradesman, if he has nothing better to do. As at present when a man has nothing to do he becomes a schoolmaster, so by my invention when he has nothing to do he will become a compositor.

986. Mr. *Craufurd.*] The estimate which you have made of 6½*d.* per 5,000 letters is for composing logotypes entirely?—Yes.

987. There is another estimate here of composition by single types with spaced letters and a few logotypes; I understand that according to the paper which you have handed in, the cost of composing 5,000 letters in that case is 1*s.* 1½*d.*?—Exactly.

988. Therefore what costs in the present mode of printing 2*s.* 6*d.* would in your mode, with single types and a few logotypes, cost 1*s.* 1½*d.*?—Yes.

989. *Chairman.*] Your statement comes to this, that in composition by single types, with a few logotypes, the difference between your plan and the ordinary plan in point of cost is as between 1*s.* 1½*d.* and 2*s.* 6*d.*?—That is exactly true.

990. And in your opinion, the difference, if you compose by logotypes, would be considerably greater, for it would be the difference between 6½*d.* and 2*s.* 6*d.*?—Exactly.

991. Mr. *Craufurd.*] Have you any estimate of the saving in house-rent by the diminished space occupied by your apparatus?—No, I have not; were I to take that into consideration it would reduce the expense a great deal further.

992. Mr. *Hankey.*] Would your printing, of which you have given us an estimate, be equally applicable to tabular matter?—It is the same thing in that respect as letter-press printing.

993. Does not that tabular matter contain a great variety of figures and other things?—Yes; then I reduce it by half again.

994. Does not that require a much more experienced person than those young people whom you ordinarily employ?—Exactly; but then as soon as it comes to figures I have a most enormous advantage. In figures the composing according to the ordinary mode becomes exceedingly awkward, and the corrections become troublesome, and it becomes very expensive indeed. It amounts to 1*s.* a thousand in the usual way; in mine it becomes as easy as possible.

995. *Chairman.*] Would the original cost of the machinery according to your plan be greater or less than of the machinery necessary for the ordinary plan of printing?—It would be a trifle more, a mere nominal affair; that would be a small

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small drawback upon the enormous advantages which I expect. Upon every single compositor it would amount to a drawback of 2*d.* per week.

996. The original outlay of capital, as I understand you, would be very nearly the same for either mode of printing?—It is a trifle more by my plan, but very trifling; it amounts to 2*d.* per week for each compositor.

997. Then seeing that the original outlay is only a little more than the present outlay of capital necessary to conduct a printing establishment, and seeing that you could work your printing establishment at four times less cost, and even very nearly five times less cost than the ordinary mode of printing, is not it unaccountable that nobody will adopt this plan?—It is very easily accounted for.

998. Have you offered it to persons; do you make it known so far that people who thoroughly understand the printing trade have an opportunity of considering whether they will adopt your plan or not?—Many times, indeed.

999. And in all cases they have refused it?—They have got their establishments, and they cannot profit by it. How is a printer to profit by my invention?

1000. Would not the saving be very great to him if it is only one-fourth the expense?—No; he has embarked his capital and everything in his present establishment; but still some printers have given me their best wishes and their best approval, and perhaps they may embark in it.

1001. Mr. *Thornely.*] Have not there been improvements in printing in modern times?—Many.

1002. If the printers have adopted the improvements that were invented in past times, why should not they adopt improvements at the present time?—In composition there has hardly been an improvement made since the first invention of printing. I am not aware of any. In the time of the first inventor of printing the rate of composing was 1,000 letters an hour, and after 300 years they compose exactly the same thing. There has not been the least improvement made in composition.

1003. Mr. *Hadfield.*] Though it would not suit an established printer, with all his stock of machinery on hand, to change to your apparatus, it would suit a new beginner, would it not?—Exactly.

1004. A printer who had to begin his business would find all the advantages of your system?—Exactly.

1005. You think that the establishments of the existing printers are the cause of the opposition to your improvements?—Besides, it takes time. My invention really has not had so many difficulties to encounter as other new inventions have. It takes time to convince men before you get men to look at the matter and to consider it. There are reasons enough for the difficulty. Perhaps one of the greatest difficulties is, that I am exactly in the predicament of a man offering a sovereign upon London Bridge to sell it for a sixpence; people would say it is impossible; how is it possible that you offer a sovereign for a sixpence? That is the difficulty. I must speak as I feel; I would be happy at this moment if any man would convince me that I am wrong.

Mr. *Joseph Smith,* called in; and Examined.

Mr. *J. Smith.*

1006. *Chairman.*] ARE you a Printer?—I was. I used to print for the Government.

1007. Had you a large establishment?—About 30 or 40 compositors, and a corresponding amount of machinery.

1008. You are no longer a printer?—Not now.

1009. But you are perfectly acquainted with printing?—Yes.

1010. Have you seen Major Beniowski's scheme?—I have.

1011. And you know the ordinary mode of printing?—Perfectly.

1012. Mr. *Craufurd.*] Have you examined Mr. Beniowski's premises?—I have.

1013. What is your opinion of his invention?—I believe it is a very remarkable improvement in composition.

1014. *Chairman.*] What should you say the great improvement consisted in?—In being able first to use cheaper labour, and I believe to do the work much quicker and much more simply, as Major Beniowski has stated to-day. You can take an intelligent child, and you can within a day or two make him a compositor, whereas now no printer in his senses would allow a boy to go to a composing-case unless he has been months at it.

1016. Therefore

1015. Therefore you can employ much cheaper labour?—Much cheaper.

1016. Do you think it would make the difference in the expense that Major Beniowski has stated?—I conceive it would.

1017. You have not tested it?—No; but I saw a young lady composing by Major Beniowski's plan, and it struck me to be remarkably quick.

1018. Mr. *Greene.*] Did you see her compose at the rate of 5,000 letters an hour?—Yes; and I conceive that the young lady composed under great difficulty, because I, a perfect stranger, and others were looking over her at the same time.

1019. Mr. *Gregson.*] You say that she composed at the rate of 5,000 letters an hour. What is the ordinary rate?—I can hardly say, but I know a compositor on the establishment gets 33 *s.* a week.

1020. Composing how many letters in an hour?—I should think that 5,000 letters in an hour is about five times as quick as it can be done in the ordinary way.

1021. Mr. *Crossley.*] Do not boys compose on the old system?—Boys are apprenticed at 14; they are not considered compositors until after a year; after they have served a year, they begin to be useful.

1022. *Chairman.*] What is the chief thing they have to learn?—First, the arrangement of the boxes.

1023. That has to be learnt in both cases?—The arrangement of the boxes in the ordinary plan is not so simple for beginners as under the Major's plan; for myself, I should now know the way to find the letters in an ordinary composing case quite as well, and perhaps better, than in this.

1024. Would not a practised compositor know it quite as well?—Yes.

1025. When you have 1,500 compartments in the one case, including logotypes, and you have about 150 in the other, would it not follow that it must be much more difficult to learn all the different compartments where they are so numerous?—I do not think so. I tried to compose out of one of these cases, and I got on much better than I could have expected; they are arranged in a manner that speaks for itself.

1026. I am speaking of the difference between two kinds of composition, where you have got, in the one case, to go to 1,500 compartments, and in the other to 150; does not it require more experience as you increase the number of compartments?—I think not more than it does to a beginner with an ordinary composing case.

1027. Mr. *Greene.*] Do not you think that with three months' practice a person would be a very good compositor with Major Beniowski's boxes?—I am sure I should.

1028. Do not you think that in a few hours you would compose from 500 to 1,000 types with one of his boxes?—I could do it much faster than with an ordinary composing case, even after having the advantage of having learned the old system.

1029. Do not you conceive that with Major Beniowski's composing box, with a week's education, a person could do it as well as a compositor at present in the ordinary mode?—I am sure he would.

1030. Mr. *Crossley.*] You think that one who had never composed before would do just as well at the end of a week with this new mode as an ordinary compositor would with the old plan?—He would do just as well in a week as a compositor with the old case.

1031. Mr. *Greene.*] Would he not do 1,000 letters an hour at the end of a week?—Yes.

1032. Is not 1,000 letters an hour pretty fair work?—Yes.

1033. And that after a year's apprenticeship?—Yes; a boy is never worth anything till he has been an apprentice about a year; in fact, I doubt whether ever apprentices pay at all till the second year; they do an immense amount of mischief, especially in distributing.

1034. *Chairman.*] As you have been in extensive business in printing, are you not surprised that with these enormous advantages of the one plan over the other, no person in the trade is willing to take up such a plan as this?—Not in the least surprised. When I first saw it, I thought very little of it indeed; but I gave it some consideration. I went over and over again to see it, and every time something fresh occurred to me as being useful. I am quite converted to this plan now.

1035. Mr *Greene.*] After you first saw it, did you not bring the head of your composing arrangements, and those in whom you had confidence, to examine into the composing, justifying, and distributing according to this mode?—Yes.

1036. Did not they, in common with you, express their perfect satisfaction with all the different arrangements?—Yes, they did.

1037. Did not you authorise Mr. Lodge to give that opinion to any person whom I brought to see it?—Yes.

1038. Mr. *Craufurd.*] You say that you saw a young lady composing while you were there; was that for any length of time?—It was just to show the principle; I think, about eight or ten lines.

1039. Is it your opinion that she could continue, for a number of hours during the day, at the same rapid rate of composing?—Certainly.

1040. Mr. *Walter.*] You stated that, according to your opinion, 1,000 letters an hour is about the average work of a skilful compositor?—I believe so. The compositors in my father's place were chiefly on the establishment; it was miscellaneous job-printing for the Government.

1041. Did you ever know a compositor compose 1,500 letters an hour?—I can hardly answer that question.

1042. Are you convinced that a skilful compositor could not compose 3,000 letters an hour?—I should say not; he must be a very skilful man to do it. I can hardly answer these questions, for I do not thoroughly know the facts.

1043. Mr. *Greene.*] Supposing he composes 3,000 letters an hour, whose is the profit; does not the profit of that increased composition go entirely into his own pocket?—Yes.

1044. Consequently neither the employer nor the public would derive any advantage from the compositor doing more than what is admitted as a fair day's work, namely, 10,000 a day?—It would benefit the compositor. He would not do that amount if he was on what is called the establishment.

1045. Do you think that if Mr. Clowes, in his report on the Exhibition, states that 10,000 types composed and justified during the day is a fair average day's work, that is good evidence upon the subject?—I can hardly tell.

1046. Mr. *Craufurd.*] With regard to the advantage of this plan with respect to corrections, what is your opinion?—It is of great advantage with respect to corrections, because by turning it over you see the intaglio of the letter, and you can read it much better than you can from the type.

1047. *Chairman.*] When a compositor has learnt his business well, cannot he read from the type?—Yes, nearly as well.

1048. And a compositor must be a skilful man in other respects in order to be a good printer?—Yes.

1049. The great saving by this plan is in the period of apprenticeship?—In employing children's labour, and employing especially young females' labour, which is a very good thing.

1050. Could you employ them in setting up types?—Yes.

1051. In setting up the types, would not you require a person who is more or less educated, particularly in spelling words?—In setting up from manuscript, certainly; you require intelligent children.

1052. Mr. *Greene.*] Any intelligent child could take print and compose from it?—Yes.

1053. If there is a difficult manuscript it can be translated into an easy manuscript?—Or given to somebody that can read it; often a compositor is obliged to read handwriting that no one but a printer can.

1054. Mr. *Hankey.*] Is not a great deal of composition printed from handwriting which is difficult to read?—Newspaper printing, certainly; and authors, generally speaking, write a wretched hand.

1055. Mr. *Greene.*] You observe that in Major Beniowski's estimate the item of translating bad writing into good is calculated for?—Yes.

1056. If it is too difficult to read, instead of employing highly educated reading labour, you can have it translated, and then employ cheap labour?—Yes, exactly so; if it is written out correctly a child can make no mistake.

1057. *Chairman.*] In point of fact, the great saving of Major Beniowski's plan is in employing young children in the business?—Yes.

1058. Mr. *Hankey.*] How long is it since you have yourself conducted a printing establishment?—The contract expired about five years ago; since that I printed

I printed and published, and did part of the editorial work of a publication called "Postulates and Data."

1059. Was it a printing establishment of your own which you conducted?—Yes, in Red Lion Court; Hartnell was the name. My father bought it of Mr. Hartnell, the Government printer, under the sanction of Mr. M'Culloch.

1060. How long had you the management of it?—Four or five years; there was an overseer, but I was responsible for it.

1061. During the time you were conducting that printing establishment, were you aware of this mode of printing by logotypes?—Only in the latter part of the time when the "Postulates and Data" ceased; it was about that time that I saw these improvements.

1062. Why did you give up your printing establishment; did you retire from business?—The contract was put up for competition, and we lost it.

1063. *Chairman.*] Might not Major Beniowski, when the new contracts were put up for competition, have tendered to the Government with the others if he had confidence in his plan?—If I had money I should not hesitate to tender; if I had a sufficient amount of capital to start fair in a printing-office, I would undertake to print work by this plan. I should not hesitate to take a contract and work it by this plan, and I should be very glad to knock off a large discount from the present prices.

1064. From your knowledge of Major Beniowski's plan, do you think that you could undertake a contract for Government printing at one-fourth part of the price that is now paid for the Government printing?—Not one-fourth; you must give me a little more than that.

1065. Take a third part?—I should be inclined to say yes; that I could do it at a third.

1066. At a very great reduction?—At a very great reduction.

1067. Mr. *Greene.*] With respect to double composition, are you not aware that many of the newspapers in London are obliged to use stereotyping as a substitute for double composition?—Yes; I printed the "Family Herald" for a person of the name of Biggs, in the Strand, and the number was about 180,000 weekly.

1068. Mr. *Hankey.*] If you were going to set up a printing establishment of your own, would you adopt Major Beniowski's plan?—Yes.

1069. *Chairman.*] Portions of the plan might be combined with the present mode of printing?—Clearly.

1070. The simultaneous double composition, for instance?—The simultaneous double composition struck me as being very curious, more curious than any other part of the plan.

1071. Mr. *Hankey.*] From your experience as a printer, can you say whether there is any branch of ordinary printing in which double composition would be particularly useful?—It would be useful in some newspapers. Take the "Times," for instance; if there was a machine capable of striking off more rapidly a greater number of copies, there would be a larger sale for them; but unless the people can get their "Times" at their breakfast, it loses half its interest.

1072. I am speaking of ordinary printing, not of the news kind?—I should think there is very little Parliamentary printing for which it would be wanted.

1073. You think there is very little Parliamentary printing which requires the use of double composition?—I should think very little; some of the miscellaneous printing might, but certainly none of the reports.

1074. *Chairman.*] What number of impressions would make it advantageous to have double composition; would 10,000 make it worth while?—No. With any machine you can get off 10,000 in the course of the day.

1075. Mr. *Crossley.*] Is there no machine in use now that would effect this?—No; many persons set up two copies; but that is distinct double composition.

1076. *Chairman.*] Double composition is not, in your opinion, likely to be advantageous in the printing for Parliament, or for the public departments?—Unless it was any matter of very first-rate importance.

1077. Mr. *Greene.*] Or unless you wanted it done in a short space of time?—If you wanted to send out 10,000 copies of anything to-morrow, it taking half a day to compose it; if you could set up two copies in nearly the same time as you can set up one, of course it would be useful.

1078. You are aware that there are other weekly papers, besides the "London

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Journal," whose circulation is very large; among others, the "News of the World," whose circulation is 120,000 or 130,000 a week; do not they require two or three compositions in order to give late intelligence to the public?—Yes.

1079. And for want of that, practically, many newspapers of large circulation are like magazines, having none of the late intelligence of the week in them?—Very many of them.

1080. Mr. *Hankey.*] Can you account for the fact which has been stated, that, whereas by this mode of printing of Major Beniowski, a saving to an enormous extent could be effected, no printer carrying on work on a large scale at the present moment has adopted it, although it has been known for several years?—I can perfectly understand that no printer would like to knock down his barricade, which keeps back general competition.

1081. Are not you aware that it is the fact that printers and publishers at the present moment in London have to compete with neutral markets in different parts of the world?—They do not hesitate to publish pirated editions of works; but, since the new Act, I do not think that is so much done.

1082. Is not it a matter notorious that there are certain neutral markets in India and other countries where people will buy whatever is the cheapest publication of a particular work; under those circumstances, does it not follow that if that work could be done in England cheaper than it could be printed in Brussels or in America, the English market would have the benefit of it?—I should presume it would.

1083. Is it not to be presumed that printers and publishers in London would take advantage of a very much cheaper mode of printing in order to be able to undersell foreign markets?—The publishers would very gladly do that. They would be very glad to get their books printed at a cheap rate.

1084. Why do not they do it?—Because unless they print for themselves, they cannot get it done. There is no place where you can get publications printed under this process. The thing is almost in its infancy. Till I saw it in Waterloo-place, I did not even know of its existence.

1085. Mr. *Craufurd.*] When was that?—Last year or the year before.

1086. Mr. *Walter.*] Do you know whether any of the great London publishers, Longman's or Murray, print their own works?—Spottiswoode, I believe, prints for Longman; I believe Longman's and Spottiswoode's are pretty much the same concern; but I do not think any others do.

1087. Would it not be worth while for a publisher to advance capital to any one who could print for him at one-fourth of the expense?—It would; but perhaps many of them have advanced money to their present printers.

1088. Would it not obviously be worth the while of any great publisher who wished to increase his business to adopt a new system which presented such advantages for printing his publications cheaper?—I think it would; he would be glad to avail himself of it.

1089. Is there any reason why they should not avail themselves of it?—I do not know whether this patent would prevent their doing it.

1090. *Chairman.*] By applying to the patentee they could get power to use it by licence?—Yes, by working by licence.

1091. If the patentee could do their printing 400 per cent. cheaper than they could get it done by another person, the probability is that they would employ him to do the work?—I should think they would.

1092. Mr. *Gregson,*] Though this patent does not seem to have been long known to you, Major Beniowski has given public lectures upon it, has not he?—I do not know.

1093. Mr. *Greene.*] Have you examined into the other portions of Major Beniowski's improvement, such as the inking rollers?—The inking rollers are very clever.

1094. Do not you think that they would be valuable acquisitions in the trade?—I think so. They are not subject to the influence of the weather. It often happens that in summer time, in hot weather, the present rollers, which are composed of treacle and glue, melt, and give a great deal of trouble.

1095. Are you satisfied that they are practicable in every way?—Yes; I tried one myself, and I have no doubt that in a rapidly working machine they would act well.

1096. You also saw Major Beniowski's printing machine?—Yes.

1097. Is

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1097. Is your knowledge of printing such as to enable you to give an opinion upon that?—Yes. It appeared to me to be a remarkably good thing; it is so compact.

1098. Free from all the nuisances of tapes and things which give trouble?—Yes.

1099. Is there not great facility for putting in the type?—Yes, it is quite as convenient as any other press I ever saw.

1100. And occupying a very small space?—Yes.

1101. And you are convinced that it answers in every way?—Yes. The machine I saw was sufficiently large, I think, to print one of the evening papers, the "Globe," or any one of the papers which are not particularly large, and it would stand in a very small space, as compared with the old machine.

1102. Mr. *Craufurd.*] What space is occupied by the machine now used in printing the "Globe"?—I should think 18 feet by six.

1103. How much larger would be the space required by the present one than that occupied by the machine which you saw?—I am no judge of dimensions, but it would be very much larger.

1104. Mr. *Greene.*] Are not the present printers, generally speaking, completely at the mercy of the compositors whom they employ, and would they not have a turn out from their offices if they were known to sanction, and to use any of the improved plans?—In all probability; it is not at all an uncommon thing for a house to be, as it is termed, "shut up."

Miss *Helen Harris,* called in; and Examined.

Miss *Helen Harris.*

1105. Mr. *Craufurd.*] YOU have been in the habit of composing from these boxes of Major Beniowski?—Yes.

1106. What is the result of your experience as to the facility of composing by Major Beniowski's plan compared with the present mode?—It is very much quicker, on account of being able to see the letters on the end of the type.

1107. At what rate can you compose; what number of letters per hour, with single letters?—About 35 lifts; that is, about 2,000 single letters with spaces attached to some, altogether 2,500.

1108. How many with logotypes?—Seven thousand an hour when quietly at work; 5,000 when publicly at work.

1109. Mr. *Greene.*] Have you under your tuition boys whom you teach to compose?—Yes.

1110. Mr. *Craufurd.*] You have had experience in training children to compose?—Yes; there is one boy now who has been seven days learning composing. The first day he composed about 800 letters in an hour, the next day, at the rate of 1,000 letters an hour, and I believe he can do now about 1,500.

1111. What age was that boy?—Fourteen. That is a lad who had not touched type before; he had never been in a printing-office before.

1112. So that in a week that boy became a very fair compositor?—Yes.

1113. And with very few mistakes?—Yes; as he takes up a letter he is able to see what the letter is.

1114. You have spoken now as to single types; you have yourself practised also in composing with logotypes?—Yes.

1115. What time do you think would be required for a person to become a fair compositor with logotypes?—It would take about a day to get some little knowledge of the boxes; in about a week he would be a tolerably fair compositor, and in about a month he would be a very good compositor.

1116. And in three months he would arrive at great perfection?—Yes, a boy would be enabled to do about 4,000 an hour.

1117. From your knowledge of printing generally, do you conceive that there are great advantages for convenience in the use of the composing box which Major Beniowski has invented?—Yes; it is all within easy reach.

1118. Do you find, consequently, in sitting at the composing box for a good many hours at a time, that it does not fatigue you?—Not at all.

1119. Do you think it would be a very desirable employment for young females?—Yes; most desirable, on account of their being able to sit at it with such ease.

1120. Have you often consulted your friends upon the subject, and found that

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to be their opinion?—Yes; there is not a young person with whom I have conversed upon the matter, but who wished to take it up immediately.

1121. Have you seen the estimate which Major Beniowski has put in of the expense of printing by his plan?—Yes.

1122. Have you any doubt that that estimate is a higher estimate than even would be required?—Yes; it could be done much cheaper by taking cheaper hands than what are there calculated upon.

1123. But have you not the cheapest hands now?—No; we have a boy at 6*s.* a week, and there are plenty of boys that would come for 3*s.* We have a boy at 3*s.*, and he distributes the type very well now.

1124. Mr. *Greene.*] An opinion has been expressed by some persons that there is a difficulty in the distribution of these types; do you find any difficulty in the distribution; at what rate can a person, after fair education, distribute logotypes?—A boy about 10 years old would take about a quarter more time than the time in which I could compose the same matter. What I would compose in an hour, it would take a boy about an hour and a quarter or an hour and 20 minutes to distribute. But then that is a mere boy; a child of 10 years.

1125. Mr. *Hankey.*] You are aware that in common printing it takes very much less time to distribute than to compose?—Yes, but that is skilled compositors' labour. It is not any untutored person that could distribute in ordinary printing.

1126. Are you aware that in ordinary printing, if a person could compose at the rate of 2,000 letters an hour, he could distribute at the rate of 6,000 or 7,000?—Yes; a boy distributing our logotypes would distribute the same amount, because in distributing one piece of metal there are four or five letters in that piece of metal.

1127. Mr. *Crossley.*] Supposing that instead of employing a boy to distribute, you distributed yourself, could you distribute as fast as you could compose?—It might take a minute or two longer; it is a little more difficult to distribute; but I have not to reflect upon the matter as I have in composing, so that I can distribute nearly as quickly as I can compose.

1128. Mr. *Hankey.*] According to your mode of printing, it takes you as long a time to distribute the letters, if not longer, than it does to compose?—It does.

1129. Mr. *Greene.*] But still it would be done at as rapid a rate as the present process?—It would.

1130. Mr. *Craufurd.*] At what rate does a compositor compose, according to the ordinary mode; how many letters an hour?—One thousand.

1131. What time does it take him at present to distribute 1,000 letters?—I believe that a good printer can distribute about three times quicker than he can compose.

1132. Then I understand that he would compose 1,000 letters in an hour, and that he would take 20 minutes more to distribute those 1,000 letters?—I believe it is calculated that he would compose and distribute that amount in an hour. Some do it differently; some have others to distribute for them.

1133. Mr. *Hankey.*] Are you practically acquainted with the common mode of printing?—I never practically did it, but we have it done at the house by usual compositors, and I know the cases. I have corrected the usual compositors' work.

1134. Mr. *Greene.*] Are you perfectly familiar with the present mode of composition?—Yes.

1135. Having had a great deal of experience in teaching children, do not you think that it would be a great advantage to society, that by giving a child education in reading you should enable him to be a compositor without any further education?—I am quite satisfied of it.

1136. Major Beniowski's composing boxes are arranged as a primer for teaching to read the English language?—Precisely.

1137. If a child is taught to read and to write, he may become in a very short time a compositor and distributor according to Major Beniowski's mode, without spending any time in acquiring the art of printing?—Yes.

1138. Would not society derive a very great advantage if the work of composition were made more rapid, and if the night-work and all other arrangements of that sort which are now required in a printing-office were practically diminished?

diminished?—I have no doubt of it; and books could be sold so much cheaper.

1139. The health of the compositors and of all parties interested in it would be improved by it?—There is no doubt of that, I think.

1140. *Chairman.*] Would there not be difficulty in employing women and boys for printing required to be done at night?—Not more than in employing young persons who sit up very late at night, and sometimes all night, to make dresses and such kind of work. But it is not requisite always to have boys.

1141. Do you find that men would do much more than boys?—A compositor would do more than a boy in setting up logotypes.

1142. Do you know what is the difference between what a grown-up person would do and a boy?—I should think a grown-up person would do about 1,000 more in logotypes; he would gain knowledge quicker than a boy might; it might take a boy a month longer than an intelligent grown-up person.

1143. Mr. *Greene.*] Do you find, practically, that there is greater liability to mistakes, or less, in using logotypes?—Much less, because you cannot make a mistake in composing any word that is already a logotype.

1144. And there is much greater facility in making corrections?—In making corrections, we make them upon the other end of the types, so that there is no danger of defacing the other types in getting out the type as there is in the usual way.

1145. Of course, the trouble in correcting is very much diminished?—Very much diminished.

1146. Mr. *Craufurd.*] I understand you to say that whereas now the average rate of distribution is about 3,000 letters an hour, in Major Beniowski's plan you can distribute nearly 5,000 in an hour?—Yes; we do not calculate the amount of distribution in the same manner. We go more by the expense of distribution. In composing 5,000 types, I should charge 6 ½ *d.*; for that a usual compositor would charge 2 *s.* 6 *d.* I should compose it myself, and allow boys to distribute it for me. I can compose about 5,000 in an hour, and a boy would take about a quarter of an hour more to distribute it.

1147. Taking it at the lowest, you can distribute by Major Beniowski's plan as fast as you can distribute by the ordinary mode of printing?—Yes.

1148. Mr. *Greene.*] Is not the division of labour carried out in a very perfect way in Major Beniowski's arrangements?—Yes.

1149. A small portion of the work is done by educated persons, and the greater portion by uneducated persons?—An educated person would compose the matter; an uneducated person would justify it; and an uneducated person would distribute the matter.

1150. Under the old arrangements they do not do anything of that sort?—No.

1151. Practically speaking, the work of distribution is as difficult as composition?—Yes; they could not get an unapprenticed person to distribute at all.

1152. According to the ordinary system of printing, is not it the fact, that if after the compositor has distributed his type, a handful of type is thrown over the boxes, his work of distribution is done away with, and errors arise which cannot be corrected till the proof sheet is taken?—Yes.

1153. With Major Beniowski's composing boxes, can you not, before you attempt to compose at all, examine your work, and see whether it is properly distributed, and correct any letters that may be in wrong departments, and so avoid all errors of that description arising in composition?—Yes; by merely glancing over the columns before I begin to work; but in working, if there should be a letter wrong, I correct it at once, before I put it into the stick.

1154. Is there not, in Major Beniowski's plan, a great advantage in the facility of discovering whether types have been stolen?—Yes; in sitting down in the morning to compose, if I wish to know whether a boy has distributed the whole of the type, I can easily discover it; I have merely, before sitting down to work, to mark the box, and afterwards I can tell whether the boy has put the whole of them in by just glancing at the mark.

1155. Have you any doubt that if any persons of some measure of ability were to give up their time to the work of composing according to Major Beniowski's plan, they might go far beyond 5,000 or 6,000 letters an hour?—Yes, I have no doubt they might go up to 12,000.

Miss *Helen Harris.*

24 April 1855.

1156. In how long?—In about three years, if they sat as other compositors sit at their boxes.

1157. Mr. *Walter.*] Is this the ordinary sized type that you use?—We have long primer and nonpareil. I can do it much quicker if I have small type, because there is a smaller surface to work over.

1158. Have you here any smaller type than pica?—That is the smallest I have here.

Martis, 1° die Maii, 1855.

MEMBERS PRESENT:

Mr. Walpole.	Captain Vernon.
Mr. Greene.	Mr. Thornely.
Mr. Hamilton.	Mr. Craufurd.
Mr. Gregson.	Mr. Walter.

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

Mr. *Rudolph Appel,* called in; and Examined.

Mr. *R. Appel.*

1 May 1855.

1159. *Chairman.*] WHAT is your business?—An anastatic printer; I am a lithographic printer, and I am the inventor of anastatic printing.

1160. How long have you been so?—I have been established in London the last six years, but I have been 11 years in England; I have practised the printing the last 24 years.

1161. Mr. *Greene.*] You require inking rollers in your business?—Yes.

1162. You have made use of Major Beniowski's compressed inking rollers for some time past?—Yes.

1163. Are you quite satisfied from your experience of them, that if exposed to hot, cold, wet and dry air, they do not lose their excellence or their superiority over all the inking rollers you have met with?—Yes; I wish to use no others, if I could procure these.

1164. Have you repeatedly applied to me to have them made for you?—Yes.

1165. The ink you use is similar to ordinary ink?—Similar to that used for lithography.

1166. The distributing power of these inking rollers is undeniable, is it not?—It is.

1167. Can you make them hard or soft at pleasure?—Yes; I cannot express my opinion of them better, than by saying that if I could procure them I would use no others.

1168. In your own business, have you not a great deal of trouble with the inking roller which has been in general use, in getting it ready for work?—Yes, and in consequence of its softness.

1169. These rollers of Major Beniowski's are ready for use immediately you receive them?—Yes.

1170. Have you supplied a gentleman that was sent from the Treasury with an anastatic arrangement for printing?—Yes.

1171. You would recommend his getting these rollers for the purpose, if he could?—I have told him so, but I could not supply him with any.

1172. But you would recommend his getting them?—Yes. I received yesterday an order from Colonel Wood's, at Dublin; he wanted an anastatic press, such as they had down at Chobham, at the camp.

1173. Have these illustrations from the "Illustrated News" been transferred by your process, and worked off with Major Beniowski's inking rollers (*the same being produced*)?—Yes.

1174. Do you think they are also available for lithographic printing?—Yes.

1175. Mr. *Gregson.*] You say that you would use these rollers if you could procure them; what prevents your procuring them?—I have applied for them to Major Beniowski, but I could not get any; I have worked them, but those which I have are worn.

1176. Cannot the Major supply you with others?—I hope he will.

Hans Busk, Esq., called in; and Examined.

Hans Busk, Esq.

1 May 1855.

1177. *Chairman.*] WHAT is your profession?—I am a Barrister of 14 years standing.

1178. You are acquainted with printing?—Yes, I have had much to do with printing during the last 15 years; I have had a great deal to do with printers; and, in order to make better arrangements with printers, and to make myself master of the technical details of the business, some years ago I procured a printing press for myself, and practised compositing a good deal.

1179. Mr. *Greene.*] You have been proprietor of a paper?—Yes; I have been proprietor of several papers, and editor of several, and I have been editor the last three or four years of the "New Quarterly Review."

1180. When you heard of the printing improvement of Major Beniowski, did you take an interest in it, and make yourself master of the matter some years ago?—I did, thoroughly. I attended five or six times, five years ago, at Major Beniowski's, and I saw the whole process, and I wrote several articles at that time expressing in strong terms my approbation of the invention.

1181. You are perfectly cognisant of the difficulties of the present printers by reason of its being necessary for them to learn the art of distribution from an inverted letter?—Perfectly. What struck me more in this invention than anything else was, that the compositor, as he composited in the galley or composing stick, would be able to read the matter as he set it up, and at the same time to detect any error while he was compositing.

1182. There are the types you have seen (*the same being shown to the Witness*)?—Yes, these are the types.

1183. They possess the advantage of having an index letter for composing?—On the side, as well as on the two extremities.

1184. The index letter on the side enables children who have learnt their alphabet to distribute the letters, without any speciality of education for the purpose?—Exactly so.

1185. From your own experience connected with printing, to what extent can you compose with the ordinary letters in the usual boxes?—In trying what I could do, I have composited and read 450 letters in an hour.

1186. The composing boxes used by you and by the trade occupy a considerable space?—They occupy a very considerable space, and are cumbersome, and awkward, and inconvenient; whereas those shown to me by Major Beniowski were exceedingly compact and neat in their construction; they are immediately under the hand of the compositor, and he has less space to travel over than with the other cases; a very important consideration.

1187. Could a person distribute from these types at once without any education?—One great advantage of these types is this, that you can distribute from what is called "pie"; that is to say, if a form is broken, and the whole contents are thrown upon the table, a compositor could distribute from those with greater facility than he could in the ordinary way.

1188. Would not this invention, by economizing the acts of distribution and composition, necessarily render printing cheaper?—Decidedly; very materially.

1189. Another portion of the invention was printing by logotypes. You saw that also?—I saw that; I saw a great many specimens of types, which might be called compound types; a number of letters united together by cement, and wrapped round with tinfoil in order to keep them together.

1190. In the inquiries you made respecting them, are you perfectly satisfied that they are practically of use?—Yes; that fact practically was established many years ago by Mr. Walter of the "Times"; I believe I have an old copy of the "Times" in my pocket, which was printed in that way. The only reason why the system was then abandoned, was, because the compositors were averse to it, and Mr. Walter was unable to stand against the combination made against him. This is a copy of the "Times" to which I have referred (*producing the same*).

1191. Captain *Vernon.*] What is the date of that "Times"?—July 1796.

1192. Mr. *Walter.*] Do you happen to know whether any types were printed by the logotype process about that period?—I think that was the only instance in which that mode of printing was used.

1193. Should you be surprised to hear that you are mistaken in that opinion, and that such a book as "Robinson Crusoe" was printed in that mode?—That

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is very possible; all I mean to say is, that I believe that Mr. Walter was the first person who introduced that system.

1194. Then you are not aware that the reason of its being given up was, not any combination on the part of the compositors against it, but the inconvenience which was found to belong to it?—The forms which contained the logotypes of that day were exceedingly cumbersome, and the compositor had to travel over a considerable space to get the words; whereas by Major Beniowski's arrangements he would have them all within reach, sitting at the table.

1195. Mr. *Greene.*] Have you ever read "The Fourth Estate," by Mr. Leigh Hunt, which gives Mr. Walter's letters, extracted from the "Times," describing his logotype printing, and stating the combinations of the trade against him?—Yes, I read that book when it came out.

1196. The cases in that description were 16 feet in length; but now, Major Beniowski having simplified the making of logotypes, and having diminished the cases down to the size of the usual ones, and having done away with the necessity of employing the inverted letters, do you not conceive that he is able to come before the public and to say that his plans are perfect, and that he can carry out what Mr. Walter, of the "Times," attempted?—Yes, that is what I was proceeding to state; that the great advantage which Major Beniowski had introduced, was the simplification of the cases, which held the compound or logotypes.

1197. In composing tabular matter, does not Major Beniowski, by forming logotypes of figures, and putting in boxes with 100 compartments for two figures, and 1,000 compartments for three figures, enable the compositor to be much freer from mistakes, as well as much more rapid in his work?—Yes; I look upon that diminishing the chance of error as one of the greatest merits of his mode of printing, because any one who has had any experience of printing knows well that there is no means whatever of checking the charges which printers make for corrections.

1198. Of course the corrections in Major Beniowski's types can be made with accuracy in the usual letters from the back of the type?—Yes; and not only that, but a battered letter can be removed from the logotypes, and replaced at once by a new letter.

1199. Are you satisfied from your experience that composition can be produced at an infinitely diminished cost by Major Beniowski's invention as compared with the present mode of printing?—I went into calculations some time ago, and I reckoned that it would save me from 35 to 40 per cent. on the work I was then executing if I had been enabled to enter into an agreement with a printer upon Major Beniowski's plan.

1200. And it could be done much more rapidly?—Yes; it enables a compositor to set up from 1,600 to 1,800 letters in the time that it would now occupy him to set up about 600.

1201. That was from single types; but you are aware that from logotypes a compositor can set up about 5,000 in an hour upon Major Beniowski's plan?—Yes.

1202. So that if the logotype system were carried out, the rapidity of composition would be very much increased?—Undoubtedly.

1203. Captain *Vernon.*] In calculating a saving of 40 per cent., do you include the saving of time; giving to time a money value?—Yes; that was one of the principal items of the calculation.

1204. Mr. *Greene.*] That was some time ago; you have not seen the way in which things have recently been done by Major Beniowski, which will still further diminish the expense?—The last time I was at Major Beniowski's, was about the 15th of August 1850; I understand that there are many recent improvements which I have not seen.

1205. Have you also yourself made experiments with inking-rollers?—I have to a considerable extent; I found that the old inking-rollers, formed of a composition of treacle and glue, were exceedingly inconvenient unless they were always in use. There was one form of roller which I invented myself of vulcanized Indian rubber; it answered equally well with the old composition, and was pretty nearly indestructible; but I tried one of Major Beniowski's, and I found that much better, because the elasticity was much greater, and the durability, I consider, as great.

1206. Have you practically used these inking-rollers for some time?—I have

for

for many months, and I find the roller equally good at the end of 18 months or two years as it was at first; whereas the ordinary inking-roller would be quite spoiled at the end of a few months; you cannot reckon upon one lasting in perfect order more than about six weeks.

1207. Mr. *Walter.*] Can you state about how much would be the annual saving in the journal with which you were connected, by adopting Major Beniowski's mode of printing?—I reckoned that the time and the saving would be something like from 35 to 40 per cent.

1208. What would that amount to in a year in money?—With the New Quarterly Review in all probability it would save perhaps from 250 *l.* to 280 *l.* a year; but I state this without making a very nice calculation.

1209. Have you consulted any practical printer as to the feasibility of adopting this process?—I spoke to several printers about it; but they were all stopped from making any experiment in the matter, on account of the impossibility of getting the types, unless some founder with a plant of considerable extent took up the matter and supplied the types.

1210. Have you consulted any type-founders about it?—No, I have not. It would not have answered for any type-founder to cast type merely for a single journal, or a single periodical.

1211. Mr. *Greene.*] Are you aware that the printers are a trade combined together?—There is no trade in which there is more combination, and in which the masters are more completely at the mercy of the men than the printing trade.

1212. Then if a master wished to introduce new plans, he would find great difficulty in doing so?—He would experience almost insurmountable opposition. In fact his office would be what is technically called "closed," and he would get none of the old compositors to work for him.

1213. Mr. *Walter.*] Is not it the object of this invention to liberate the masters from that tyranny of the men?—Yes, that would certainly be one of the results.

1214. Then is not it natural to suppose that some masters who have smarted from that tyranny would be anxious to avail themselves of any invention which would liberate them from it, and enable them to employ women and children, at less wages, instead of compositors at high wages?—The printer can do nothing, unless he is supplied with the type. Now the plant of a type-founder is exceedingly expensive. I do not suppose the capital of any type-founder would be found to be much less than 100,000 *l.*, and if any of them were to take this up, they would have to expend a very large sum of money in bringing it properly before the public; and if it succeeded, a large portion of the money which they had already embarked in the business would be pretty nearly thrown away.

1215. Major Beniowski stated in his evidence that even if his invention failed, and if 10,000 *l.* were embarked in a type foundry, the money would not be thrown away because the types could be used for ordinary composition?—No doubt they could be so used.

1216. Then, that being the case, if the master printers are smarting under the combination of their men, and it is desirable that they should be emancipated, would it not be worth their while, as a body, to employ type founders to produce the types necessary for adopting this invention?—I should say that it would be greatly to the benefit of any master printer who did so.

1217. How do you account for the fact that no master printer has thought it worth while to do so?—Only by the fact which we know, that any great improvement in any art is always met by great opposition at first.

1218. You are aware that there was the same sort of opposition to the introduction of the steam press?—Precisely.

1219. But that opposition was resisted and overcome?—Yes; but not until many years had elapsed.

1220. Can you explain why it has not been overcome in this instance in the case of the master printers?—I am not aware that the master printers, as a body, have had the matter brought before them.

1221. Have you ever heard any master printer of great experience and skill express an opinion favourable to Major Beniowski's plan as a practical matter?—I cannot say. I have spoken about it to more than one or two printers that I have employed, and they expressed considerable incredulity as to the facts. But about the facts there can be no dispute, because I have seen evidence myself of what could be done.

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1222. You have stated that you could not set up more than 450 letters in an hour?—But I am not a professional compositor. I merely took it up for a short time and for a particular purpose. I believe some of the best compositors on the "Times" would set up at the rate of 1,600 an hour.

1223. Should you be surprised to hear that the ordinary number which a compositor can set up is 1,800 an hour?—I have had much experience as to what can be done in compositing, but have seldom found that more than 1,500 or 1,600 could be set up per hour, for several hours consecutively.

1224. Mr. *Greene.*] You believe that you could set up with Major Beniowski's types a great deal more than 450 letters an hour?—Four times that at least.

1225. Without any special education?—Certainly.

1226. Do you consider that Major Beniowski's scheme is important with regard to its educational effects upon society, by enabling persons who have only learnt orthography and spelling, without devoting time specially to it, to become distributors and compositors?—I think the compositor I saw at work at Major Beniowski's four or five years ago could only have had four or five months' instruction, and he was certainly able to do more than a practised compositor of many years' experience.

1227. *Chairman.*] Have you seen Major Beniowski's patent?—Yes.

1228. Do you know the particular inventions for which it is taken out?—Up to five years ago. I have not followed the matter up recently.

1229. You do not know the particular parts of Major Beniowski's mode of printing for which he has taken out a patent?—I know that the improvements in the type-casting, by having the letters marked at both extremities of each type, and at the sides, is one; that is useful on account of the facilities of composition which it gives. Then the introduction of iron spaces, electro-typed, was another. The wooden spaces also were another of his improvements; but his system of logotypes I regard as the principal and most important part of his invention.

1230. Mr. *Greene.*] And the inking-roller?—Yes.

1231. And his printing press?—I saw the printing press, but I do not think it was in operation at that time.

1232. Mr. *Walter.*] Did you apply to Major Beniowski to know whether he could supply you with a fount of type for composing upon his system?—I inquired whether he was in a position to supply printers with type, and I think his answer was, that his operations were upon too limited a scale to supply type just then to the extent I required.

1233. He has a type-foundry, has not he, upon his premises?—I understand that he has since; but the type-foundry which he had then was too limited to supply type at that time.

1234. Can you state what is the weight of fount required for printing a journal like the "New Quarterly Review"?—I cannot say precisely, but I should think from four to five tons. The proprietors of the New Quarterly have never had type of their own, they have always contracted with printers to print the Review at so much a sheet, or so much a number.

1235. Mr. *Greene.*] Considering the difficulties which there always are in introducing new inventions to the public, and considering in the present instance the loss which there would be to the printing trade by doing away with the types which they already have, and the loss which there would be to the compositors by rendering their education of no value, are you of opinion that great opposition is to be expected to these improvements?—No doubt the invention will have great opposition to encounter.

1236. There is a third interest which one would think ought to support the invention, namely, the publishing interest. But considering the great economy which it will produce in the production of scientific and other works, are not the publishers, who look to getting great profits from expensive works which they have published, likely to hesitate very much before they would give in their adherence to such an improved mode of printing?—Any invention which produces a great revolution in any particular branch of trade is invariably met by violent opposition, and therefore I am not surprised at the opposition which this appears to have met with, and is still encountering, though I am perfectly satisfied of its feasibility and ultimate success.

Mr. *Thomas Allan*, called in; and Examined.

1237. *Chairman.*] ARE you a Printer?—Yes.

1238. Have you been long in business?—Yes.

1239. How many years?—I may say all my life; I was born to it.

1240. Mr. *Greene.*] You are proprietor of the "Caledonian Mercury"?—Yes; I print at Edinburgh; I succeeded to my father.

1241. Were you also printer of the "Encyclopædia Britannica"?—Yes.

1242. You are perfectly conversant with printing in all its details?—Yes.

1243. Have you examined into Major Beniowski's inventions?—I have.

1244. Some time since you thought very highly of them?—I thought there was a good deal in them, as regards a certain class of printing more especially.

1245. Have you seen them more recently?—I have.

1246. Have you examined into the type-founding and into the composing, and are you perfectly satisfied of the practicability of composing single types by children and by cheap labour by this invention?—Yes.

1247. Are you also perfectly satisfied of the practicability of logotypes for general printing?—Yes; it is an advantage.

1248. Have you seen a very large amount of composition done by a child?—I have.

1249. Have you seen 5,000 or 6,000 letters composed in an hour by logotypes?—I have seen it composed more rapidly than by the common plan; it is the system of division of labour that produces that, as much as anything else.

1250. The first feature of Major Beniowski's invention, is casting or marking the type with a letter on the side?—Yes.

1251. That enables any child to distribute from pie?—Yes.

1252. At present is not distributing from pie a very troublesome thing?—It is not troublesome, but it is a round-about mode, as compared with this plan; you distribute the type as you pick it up; whereas in the other way you have to set it up, and it has to be cleaned; pie is picked off the ground generally, and when there is any ink upon it dust attaches, and if it is not properly washed there would be no use in distributing it.

1253. Is the index or intaglio letter upon the end of the type, for the purpose of reading and distributing correctly, of great value in your opinion?—Of course; for that kind of printing it is so.

1254. Mr. *Walter.*] What kind of printing do you refer to?—I allude to that class of printing consisting of publications that require to be got up in a very great hurry, and in a great mass; but in a book printing-office, or in a jobbing-office, it would not be advantageous, nor for handbills and things of that kind, because in handbills there are different sorts of type; you have to go to one end of the room for one sort of type, and to another end for another.

1255. Mr. *Greene.*] If the type was properly arranged in the cases, would not it be easy to use different sorts of type?—I do not see how you can arrange a variety of different sizes of type in one case.

1256. Mr. *Walter.*] Are you aware that Major Beniowski stated that he considered his mode of printing specially adopted for handbills?—I am not aware of that.

1257. Mr. *Greene.*] That was on account of his simultaneous double composition. Have you seen the simultaneous double composition?—No; that is quite different from setting types in a handbill.

1258. Mr. *Gregson.*] Do you use Major Beniowski's invention in your establishment?—Not at all.

1259. Why not?—Because I cannot get the types to begin with; and there would be one or two considerations to be looked at beforehand. But I think I should not have any hesitation if I could get the types; but there are no types yet cast in any sufficient quantity; they are not introduced into the market yet.

1260. Mr. *Greene.*] If you could get the types would you use them in your office?—I should have no hesitation in using them upon a newspaper.

1261. *Chairman.*] If this mode of printing is so economical, would not it be worth while for capitalists to subscribe to get types in sufficient quantities for the purpose of printing on this plan?—I should think it would.

Mr. *T. Allan.*

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1262. Does not the fact of their not having done so, raise a presumption that the invention is not in such a state that a body of men like the printers, or a body like the House of Commons, or the Government of the country, can adopt it until it has been more fully tried?—It is a thing of that kind creating such a revolution among us, that it can only be brought into effect in that way. I said two years ago, "If you will get the types and the cases, I will print a newspaper by it;" and if I did it dozens of others would prefer to do it.

1263. Do not you think, that until you do that, you can hardly be able to tell how the experiment will turn out ultimately. Can you be quite certain that it would be worth while to make the change, and to embark in such an undertaking?—If I had the capital I would do it myself.

1264. Mr. *Walter.*] I understand you to say, that the great practical difficulty at present in the way of starting this system of printing is want of funds and type adequate for the purpose?—They do not exist.

1265. Have you ever applied to any type-founder to cast such type?—No; I have not.

1266. Considering the extraordinary advantages which you think will result from this mode of composition, is it not natural to suppose that you should have taken some pains to ascertain whether you could get type cast for the purpose?—I do not know that exactly.

1267. Mr. *Greene.*] You have your own business to attend to?—Yes, I have too much to attend to.

1268. Mr. *Walter.*] You are aware that the advantages of this system are computed to be such, that it will enable printing to be done, at the very lowest estimate, at 40 or 50 per cent. cheaper than the existing mode of printing?—Yes, I am so informed.

1269. But still you have not thought it worth while to make any effort to get type cast for the purpose of adopting this system?—I have not thought it worth while to go and try to coax any type-founder to cast type for me alone; I know they could not do it at anything like the price at which it could be done for the trade generally; but I have applied to the parties who have brought it out to know when it would be in such a state that practical printers could get a trial of it.

1270. What has been the answer?—That they had no type to send.

1271. Then, in fact, the type-founders are the great obstacle to the introduction of this system?—The great obstacle to the introduction of this system seems to be the patentee himself. If I had capital enough to produce a sufficient quantity of type I would adopt it for my newspaper, and there is no doubt that it would be followed by almost all the newspapers.

1272. If the advantages of this system are so clearly demonstrable, it must be evident to every practical printer that it would be a great improvement upon the present system of printing?—It would be an improvement and economy in all that class of printing, such as newspapers.

1273. But although it has been brought under the notice of all printers, they being perfectly able to judge for themselves and to appreciate all its advantages, they have not thought it worth their while to desire type-founders to cast a fount of type for the purpose?—No.

1274. Mr. *Greene.*] You are quite satisfied of the practicability of this mode, and if you could get the types you would print the Caledonian Mercury with it?—Yes.

1275. Captain *Vernon.*] As to employing type-founders, you rather look upon that as the business of the patentee than of the printer?—Yes, certainly.

1276. Mr. *Greene.*] Have not very few printers type-foundries attached to them, except Messrs. Clowes?—I do not know whether Messrs. Clowes have; type-foundries are generally separate.

1277. Must not the fact of the type-founder being separate from the printer form one of the difficulties of introducing any new improvements in printing?—It is a great difficulty, but it is impossible to attach a type-foundry to every printing-office.

1278. But that forms one of the difficulties in introducing these improved types of Major Beniowski's?—Yes.

1279. Do you consider that, in addition to the facilities given for composition and distribution by Major Beniowski's invention, the facility of correction is very much enhanced by the letter being read at the back?—It is.

1280. With

1280. With respect to the logotypes formed with tinfoil, are you quite satisfied that they would work well, and execute good printing?—Logotypes joined together with tinfoil are not a thing that either fine printers or type-founders would like, but it is a very easy and handy way of making logotypes.

1281. A type-founder would prefer the more expensive process of casting the logotypes?—If logotypes are to be cast, they will become too expensive.

1282. At present the printers use logotypes for double *ff's*, and so on?—Yes.

1283. Captain *Vernon.*] Why would fine printers object to logotypes joined with tinfoil?—Because there is a line space between them, and that not occurring all through, would cause an inequality.

1284. Mr. *Greene.*] Cannot they take single types, and put tinfoil over them, and make them exactly the same as logotypes?—You can do it, but that is a great deal more laborious.

1285. Are you familiar with the arrangement for printing the division lists of the House of Commons?—No, I am not.

1286. In printing the division lists of the House of Commons, the names of the Members which are wanted are paid for by the public at so much per 1,000; now if those names were once formed into logotypes upon Major Beniowski's plan, they would be taken up at one lift, and composed at very little expense?—Yes.

1287. Mr. *Walter.*] Would there be any difficulty in those names being composed of logotypes upon the present plan, without adopting Major Beniowski's plan?—They could be done by stereotype; many lines in newspapers are stereotyped, and then soldered upon a block.

1288. Mr. *Greene.*] If an ordinary logotype is injured, the whole has to be recast?—Yes; it goes into what is called the "Hell box" at once; that is, where all the broken types go to.

1289. Have you also examined Major Beniowski's inking-rollers?—Yes.

1290. Do you approve of them?—Yes; they are very good rollers.

1291. As far as your judgment goes, is it the fact that they are not affected by change of temperature?—No.

1292. You have seen them distribute ink?—Yes.

1293. Have you tried them yourself in the office?—Yes; they work like any other roller, but they are light, and they are easier to handle.

1294. Capable of being made hard or soft for application to any sort of type?—Yes; I never tried them to know whether they keep their evenness of surface.

1295. But a practical printer would soon be able to tell that?—Yes; because they would give you a light or dark shade upon your print.

1296. If they are as stated, will they not be a great advantage to the trade?—The trade, I have no doubt, would adopt them, because the other rollers are troublesome; but that is quite an independent question to all this about the type; it is a different invention.

1297. In Major Beniowski's invention, one thing is independent of another?—Yes; the inking-roller is a different invention altogether; it has nothing to do with the cheap printing, or the ability to get type set up in a short space of time.

1298. You have also examined Major Beniowski's printing machine?—Yes.

1299. You are perfectly conversant with printing machines?—Yes.

1300. Have you made yourself acquainted with the different printing machines existing in the world?—Yes.

1301. What opinion have you formed of the plan of placing the types inside the cylinder, instead of outside the cylinder, as the "Times," and the American machines now do?—There ought to be less risk of types falling off at a tangent.

1302. You have examined Major Beniowski's printing machines, and you are satisfied of the advantage of printing with the type inside the cylinder?—In a mechanical point of view I am perfectly satisfied as to that; then you have to arrange the other parts of the machine so as to make good printing; it remains to be seen how that is to be done.

1303. Do you see any reason why that machine should not succeed?—No reason.

1304. Mr. *Thornely.*] But practically speaking, you have not seen it at work?—Practically speaking, a machine to print has not yet been made.

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1305. Mr. *Greene.*] You mean to print well?—To print well.

1306. *Chairman.*] It must therefore be at present in your mind only a matter of speculation and opinion how far it would answer, though you yourself believe it will answer well?—I know this much, that the type being placed inside cannot fly off at a tangent; therefore you may go at any pace you like.

1307. Mr. *Greene.*] Are you satisfied that the machine you saw will produce printing?—It will produce printing; but it may not produce good printing.

1308. You have seen also Major Beniowski's invention for simultaneous double composition?—Yes; I saw it the other day for the first time.

1309. If you wanted anything produced very rapidly, you could by one copy, one composition, one composing box, and one correction, produce two forms of matter?—Yes; you get two faces by that arrangement.

1310. With much greater economy?—Yes; with greater economy than by re-setting it. It has never been wanted as yet; it is now coming to be necessary to get two sets set at once.

1311. Will not newspapers in very large circulation, and requiring to give very rapid information to the public, have to adopt that plan?—Unless they can get a plan of stereotyping that will produce a counterpart in 10 minutes or a quarter of an hour, then it will be quite unnecessary; but there is no stereotyping from such large surfaces.

1312. You are quite satisfied of the practicability of this plan of simultaneous double composition?—It is practicable.

1313. With one copy, one composition, one composing box, and one correction?—Yes.

1314. And then it is transferred to the usual printing machine, and you have two forms of matter?—Yes; and most probably as much as a saving of 50 per cent. upon one of them.

1315. Captain *Vernon.*] Are you aware that in Paris there is a paper printed with double composition; and that it is done also with the Handl's Blatt in Holland?—No; I have heard that in printing the Handl's Blatt in Holland, they set up four copies; but I am not aware that they do it by any process of double composition. In Holland they merely repeat it; it is a small paper, and they give out another copy and copy it.

1316. Mr. *Greene.*] Each form requires a separate copy and a separate arrangement, whereas the simultaneous double composition is quite different?—Yes; the Handl's Blatt being very small, they put four copies upon one large machine.

1317. Just as they print handbills in this country?—Yes, that is often done. When you have a quarto page, you get four stereotype casts of it, and then you print four in one and save labour.

1318. Mr. *Gregson.*] What would be the saving in time and in money, supposing Major Beniowski's whole system to be adopted, as nearly as you can guess; could you save one-half or one-third of the whole amount of time and expense?—I should think you would save one-half the time, because the great principle here is the division of labour.

1319. How much per cent. would you save in money, as nearly as you can say?—I could not exactly say; but the great principle here is the division of labour, and doing it beforehand instead of afterwards; and that leaves you less to do when you are in a hurry.

1320. And employing cheaper labour?—Yes; that is as to the question of cost.

1321. Should you say that boys could be employed instead of experienced men?—I should say that a boy who knew nothing about it, would get on quite as glibly as a man who had been a printer all his life; you would break him in more easily into it.

John Tann, called in; and Examined.

John Tann.

1322. Mr. *Greene.*] ARE you a practical Pressman?—Yes.

1323. And have been so many years?—Forty-three years.

1324. For the last two or three years you have been in Major Beniowski's employment, and used his air-inking rollers?—I have.

1325. Are you perfectly satisfied that they distribute ink well?—I am.

1326. And that they can be made hard or soft at pleasure, so as to be used for different descriptions of type?—Yes.

1327. And

1327. And they last probably for years?—Yes; I have had one that I have used for 14 or 16 months.

1328. For woodcuts and all descriptions of printing, are you satisfied that these ink-rollers have great advantages in the distribution of ink?—I am.

1329. Have you also printed for some months with Major Beniowski's logotypes and single types?—I have.

1330. Are you satisfied that his single types give as good an impression as any other types?—Yes.

1331. And that they are available for all printing purposes in that way?—They are.

1332. Are you satisfied that the logotypes are perfectly applicable for general printing?—Yes.

1333. Have you printed from those logotypes and single types combined for some months?—I have.

1334. And you are perfectly qualified to give the opinion you have now given, and you are satisfied that it is correct?—I am.

Mr. *Walter Richard*, called in; and Examined.

1335. Mr. *Walter.*] YOU are a Type Founder?—Yes.

1336. Are you in a large way of business?—Yes, we consider that we are.

1337. Have you had your attention called to improvements in the mode of casting type?—Yes, for a very considerable period.

1338. Can you state what improvements have been made within your recollection in the former modes of founding type?—The great thing to which we have been attending of late years in founding type has been improving the faces, the cutting of the punches, and improvements in the mode of justifying the matrices from which the type is cast, to which we attach very considerable importance; and also to get the best metal, to make the type as durable as possible. But it does not depend alone upon the metal, but upon the whole process, from the cutting of the punch, to the finishing of the type.

1339. Amongst other alleged improvements which have come under your notice, has your attention been called to an improved invention by Major Beniowski in the process of type-founding?—It has, to a certain extent. I do not at present consider myself quite master of it; but I am acquainted with it to a certain extent.

1340. Have you seen or read any specification by Major Beniowski of his invention?—I have.

1341. Can you state to the Committee in what his improvement consists?—There is very little in the specification, and I have some difficulty in making much of it. The only thing which is stated in the department with which I am immediately connected, and in which I have employed my whole life, is simply a passage in which he speaks of the mould from which the type is cast; but it is in such a limited manner, that I am not able to say much about it, except from the drawing; the drawing gives a little more information; but the specification gives very limited information upon the subject; it only says that there would be a saving of about 50 per cent. in the making of this mould; and it then says that that saving is to be principally effected by two parts of the mould specified here, which I have always looked upon as the most insignificant parts of the mould and the very simplest, and which we invariably put the apprentices to do. The other parts of the mould are not described in the specification, and therefore I am not able to speak upon those further than the drawing gives me information.

1342. *Chairman.*] Have you before you a copy of the specification?—It is contained in a work which I have seen.

1343. What is that work here?—The title of it is, "The London Journal and Repertory of Arts, Sciences, and Manufactures, containing the Specifications or Description of New Patent Inventions."

1344. *Chairman.*] Does it purport to give a *verbatim* copy of the specification of Major Beniowski?—I understand it so.

1345. Mr. *Gregson.*] What date is it?—April 1850.

1346. *Chairman.*] Will you have the goodness to read the clause in the specification which relates to the invention of an improvement in the type?—"The

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"The next improvement under this head consists in the construction of moulds for casting types. In Plate VIII, figure 1 represents one of the improved moulds complete, and figures 2 and 3 show the two halves of the same separated. The peculiarity of this mould consists in its being so constructed as to receive the type-metal at the side instead of at the top, as usual. The orifice or channel for the reception of the melted metal as shown at *a*. By such construction of the mould, great economy is said to be effected, as the most expensive parts of the mould, viz., the mouthpieces, and a great portion of the back plates, are dispensed with. It will be understood that the process of casting is performed by means of the pump. Another advantage in casting from the side instead of the top is, that the 'blowing' occurring at the 'break,' when casting with the pump, being at the side instead of the foot of the types, is less injurious; this advantage will be readily understood."

1347. Mr. *Walter.*] Can you explain to the Committee in what that advantage, or alleged advantage, consists as compared with the system which you yourself practice; how far do you think it economical; and how far do you think it enables you to get over any difficulty which at present exists in the mode of casting types?—I cannot see that it does, because the two points upon which he relies, by which the greatest economy is to be effected, are the least expensive parts of the whole; it is the other parts of the mould which require the finer work. The back plates to which it is all screwed together we generally give to a boy to do; we consider it only rough work. The mouth-pieces, also, are generally done by boys; not the whole jet, but the mouth-piece. The nicer parts of the mould, requiring great accuracy and finish and the best workmen that we can possibly get, are the other parts, what we call the body, containing the nicks, the carriages, and the registers; those are the parts of the mould which we consider the most expensive, and the most troublesome.

1348. And those are not alluded to in Major Beniowski's specification?—They are not mentioned.

1349. Have you examined any of Major Beniowski's type?—No, I have not.

1350. You are aware that one of his inventions consists in fixing a piece of copper, with the name of the letter upon it, on the right side, and at the foot of the type; have you seen any of those?—I have some of them before me just now; I have not had them in my hand.

1351. Will you be so good as to examine one of them; you understand that the object of them is, that a child, or any other uneducated person, should be able to compose easily?—(*The Witness examined the type.*) I see that in this part, where there is the copper facing, there is a mark of the letter; that I think Major Beniowski styles his "legible."

1352. Will you state whether you consider that types with letters so cast upon them are an improvement upon the existing types; and whether you think it would be practicable to apply that method of casting with copper faces, or copper bottoms, for small descriptions of type?—I should say that in going down to the smaller sizes of type, there would not be room to make the impression. In pretty large type, such as that before me, it might be quite distinct, but that is much above the size with which the largest Bibles are printed. The smallest Bible is printed with Diamond; we have a still smaller, Brilliant; there is not much done with that; but the Diamond is very extensively used. There are two or three sizes from the Diamond till we come up to the small Nonpareil, which is used in several newspapers; and with all the smaller sizes of type I should say that there is not room for making any such impression as this.

1353. Mr. *Greene.*] You see that this type is cast with an intaglio letter upon the other end?—Yes.

1354. Of course the printed letter can be the letter which you or any other type-founder adopts in his foundry?—Yes.

1355. It is the usual matrix that is made use of at type-foundries?—I imagine that could be used.

1356. In casting type, to what extent do you use the pump or machine in your establishment?—To a considerable extent.

1357. Are you aware that throughout Germany, and especially in the magnificent establishment at Vienna, almost all the types are cast by machinery?—Yes.

1358. And that in America almost all the types are cast by machinery?—Yes.

1359. But

1359. But that it is very recently that the machine has been introduced into the type-foundries in this country?—Not many years.

1360. To produce the intaglio letter upon the end of a type, it is necessary to cast from the side?—Of course it would be.

1361. Do you see any practicable objection to casting from the side any more than from the end?—It does appear to me so much out of what we consider the proper mode of casting, that I question the adaptation of it.

1362. But if you were to see the pumps or the moulds in action, and to see, as a good many gentlemen have seen, the type produced by those moulds by casting from the side, I suppose you would be satisfied?—I would not be satisfied until I examined the type and found that it was correct and just for all sorts of use, because I know there have been so many wild things brought under my own notice, that until I prove any of these things I never consider them as good for anything.

1363. In fact then you have not made a proper examination into this?—Not into this mode of casting. I have expended a few thousand pounds in trying some inventions that I have afterwards laid aside; I have done it from an anxiety to know how matters stand.

1364. Mr. *Craufurd.*] Have you ever tried any experiments similar to these?—No.

1365. Mr. *Walter.*] Here are two types of small size; do you consider it practicable to cast types of that description, with faces upon the bottom, on Major Beniowski's plan?—Certainly not, to be seen; not to be legible or distinct; there may be some object or impression, but I do not think it would be of any use.

1366. Have you ever been applied to by any printer to found type for him with the view of carrying out Major Beniowski's invention?—No.

1367. Have you ever heard of any such application having been made to any type-founder?—I have not.

1368. Supposing a printer, or a body of printers, made such an application to you, should you have any objection to cast, or to endeavour to cast, type for that purpose?—No, none whatever, if I saw upon examination of the type that it could be wrought properly, and be in any way creditable to me; I would be very willing to do anything that would improve the types.

1369. It would not involve the breaking up of your present machinery?—I do not consider that it would. A very expensive part of our machinery is the punches and matrixes; they would continue as they are. We continually add to them, and as we add to new, we put aside the old.

1370. You have heard some of the evidence respecting the improvements, or alleged improvements, of Major Beniowski's system of composition: you have also heard it stated by a printer that the chief obstacle at present to the introduction of the system was the inability, or the unwillingness of the type-founders to provide the necessary founts of type; does that concur with your opinion upon the subject?—It does not. I think I know the sentiments of the type-founders in London. I am not aware that they would make any objections. It has not been spoken of amongst them, so far as I know.

1371. Mr. *Greene.*] If I have personally made application to a type-founder in London, and he refused to do it, do not you think that that would be some evidence of that being the case?—It certainly would.

1372. Mr. *Walter.*] But any objection which might be entertained by a London type-founder would not operate with you?—Not at all; if I objected I should consider myself as setting my face against improvements in place of seeking them; I have all along been wishing to further improvements.

1373. Is there anything more that you would like to state with reference to the type-founding part of the subject?—I have noticed that a good deal has been said about the system of making logotypes by introducing tinfoil; now, I know the difficulty of making accurate type, dressed and finished in the nicest way that we possibly can, and I should not like to venture a combination of letters with anything that would either make them stand apart or prevent them from accurately justifying, or would injure the appearance, for we have difficulty enough to get the correctness of appearance that we now attain.

1374. Do logotypes form any large proportion of the founts you make?—Not very large; we frequently are asked to do it; but I have remarked with respect to all the offices for which we have made logotypes having cut the

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punches purposely, that we have never been applied to by the same party for a second supply.

1375. Do you infer from that, that they are not found practically useful?—They do not look upon it as of value; I do not recollect one case within my experience where I have been applied to a second time; we have made a great many of them.

1376. Mr. *Craufurd.*] What do you understand by the word "Logotype"?—For example, the letters *T-h-e* joined together to make the word "The."

1377. Mr. *Walter.*] That is the simplest form of logotypes?—Yes.

1378. And you have found that there is no great demand for logotypes in that simple form?—No.

1379. Mr. *Craufurd.*] By logotypes do you mean complete words or syllables?—We have both.

1380. Is there not one set of logotypes considerably used in printing, such as double *ff's*?—We do not look upon them as logotypes; we count them as double letters.

1381. You do not understand by logotypes anything but a word?—Yes; sometimes syllables.

1382. Are you aware that Major Beniowski describes his logotypes as anything more than one letter?—Yes, but I believe that in the instance now adduced the joining of the f-l, and so on, would be dispensed with, if it were not for the difficulty of adjusting the "f" in that part of the letter that hangs over to an "l" or "i" "f" following; and to simplify that we are introducing f's now without the curning.

1383. Have you ever seen any of Major Beniowski's machines for casting types?—None of his.

1384. Have you ever seen any where the casting of the mould is upon the side instead of being on the bottom?—No.

1385. In your mode of casting, I believe, the lead is poured in, not pumped?—It is poured in, but we have many cases in which the pump is applied.

1386. You have stated the difficulty that occurs to you with regard to Major Beniowski's plan of having a direct letter upon the obverse side of the type, that when you come to the smaller sizes it would be impossible to have it distinct?—It would be very small, I should not think it would be distinct.

1387. But there is room for type that will create an impression?—Yes.

1388. How does it happen that if you can produce a letter the reverse way, you could not produce a letter direct upon the other end of the type?—We could make a mark, but I should not think that it would be of the use that is spoken of by Major Beniowski.

1389. Would it not be legible?—For a very short time it would be so. Such a mark made either upon the end or upon the side, would be legible for a very few days; but before types have been long in an office they get all over ink, and considerably bashed and injured, and these marks would be very soon obliterated.

1390. I presume that it would be legible, at least as long as the part of the type from which the impression is taken, which being stamped upon in printing would be likely to be injured also?—That is not my opinion. It is not merely the depth of face that has to be considered. This is a raised surface, and although this raised surface gets considerably worn, still until it is almost obliterated, the face is distinct or at least is readable. The other being shallow would much sooner fill up and become illegible.

1391. But I presume there is no limit to the shallowness or the depth with which the intaglio might be made?—I speak of this before me.

1392. By being done deeper, could not it be made as durable as the present printing face?—I rather think it could not, for this reason: that it is an indentation; it is not a raised surface; whenever this is brought into use, even for a short time, it would get partly filled up, necessarily, from the different uses that it is exposed to; by the pressure that it undergoes when it is put upon the stone, or put upon the wood, it becomes compressed and brought together. If you take the end of a type much larger than this that has been a very short time in use, you will find that, in place of being square, as it is when the type is new, the end of the type gets very quickly pressed up all round and bashed; on that account, I suppose that if there was a face there, it would gradually get filled in, and become perfectly obliterated.

1393. But

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1393. But as long as the impression remains clear, is it your opinion that it is of advantage for composing type?—I do not think so; I do not think an unprejudiced printer, willing to embrace all the improvements he could, would consider it any advantage at all; I cannot say that I consider it of the slightest advantage.

1394. You think it is no advantage to be able to read the type as you would read copy, and to correct in the galley?—No, for this reason; that they are so accustomed, and so able, to read the type when set up in their stick so quickly, and, generally speaking, so correctly, that I do not see of what service it would be.

1395. That is with regard to those who have been already apprenticed to the present trade of printing; but suppose you take those that have not had, or do not require, that sort of apprenticeship, is it not an advantage that anybody that can read ordinary writing should be able to compose correctly in type?—Not to a very great extent, I think, and for this reason, that the ability to read type rapidly is acquired in a very short time. I can speak from experience in having my own specimens set up. I often see it done, boys setting them up rapidly, and reading as rapidly, without any difficulty, in a very short time. There is no mental difficulty on the part of the compositors; it is taste and accuracy of adjustment that takes most time to acquire, and which can in no way be assisted by the Major's plan.

1396. You are speaking of the impression when it comes out of the press?—I am speaking of the small difficulty in learning merely to set up type.

1397. But putting that aside, if it can be shown that practically by this method you could compose twice as many letters in an hour as you can at present, would you think that an advantage or not?—It certainly would be an advantage if you could; but I am of opinion, that from the rapidity with which they now go from the case to the stick, it could not be done.

1398. But you have not seen the thing in action?—Not this.

1399. Laying aside the question of the peculiar cut of the type and its appearance in printing, and looking simply at the point of rapid productions in printing, do not you think it a considerable advantage that you could compose with rapidity with unskilled hands, persons that could simply read writing?—I do not see the advantage of it; but printers are so much more able to judge upon that question, that their experience would make their evidence upon it more valuable.

1400. Your evidence goes to the appearance of the types, and the nicety with which they are made?—Yes, very much upon that. I consider that when the accuracy of the work is interfered with, our whole labour goes for very little.

1401. Is not that question more important in the production of books and elegant printing, than in the rapid production of daily papers?—It certainly is. But even in the case of the largest papers, we find that they want more than expedition; they want the best appearance.

1402. Supposing that by this plan you could reduce the cost of printing from 2 *s.* 6 *d.* to 6½ *d.*, would not that in some measure compensate for the less neat appearance in the form of the types?—I do not know that; we are all so fond now of seeing the best turned out work.

1403. In the case of the daily papers, which require great rapidity in bringing out important news, as well as economy, would not a saving of 80 per cent. be a consideration that would enable people to look over the circumstance of the type being a little less neat in its appearance than at present?—It would be very desirable if we could attain it; but still we must have good work, or else we should be rather retrograding.

1404. Assuming that you could make a saving of 80 per cent. in the cost of printing, would not that in some measure compensate for a little less neat appearance of the type, even supposing it were so?—If it was a method by which I could not see that good work could be done, I could not as a practical man go on with it.

1405. Would not the enormous cheapness obtained compensate in some degree for the less neatness in appearance?—I know that neither type-founder nor printer would be satisfied with it.

1406. Mr. *Greene.*] With respect to the back plate of the mould, if by casting from the side the mouthpiece was improved and the back plate simplified, of course you would have a more economical mode?—That does not follow.

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1407. You have not examined Major Beniowski's mould?—No, I have not; I speak from the appearance of the plate.

1408. Mr. *Walter.*] Have you ever desired any person connected with your establishment to obtain information as to Major Beniowski's method?—No, I have not; I should be very glad to see it.

1409. Mr. *Greene.*] The change that Major Beniowski makes in the type is by placing upon the opposite portion of the mould a letter that gives an intaglio mark?—Yes.

1410. Consequently, so far as single types go, there can be no reason why his types should not be as accurate as those at present in use?—Not having examined it, I do not consider that it would be proper for me to say.

1411. Have you not already given an opinion in favour of the ability of that mould to produce accurate types?—I think not; I have not seen that mode. I do not consider that the pouring in of the metal upon the other part of the mould would be an advantage; I can see disadvantages in it.

1412. Would not the metal forced in from the side adapt itself to the face of the type; and would not the type come out with an impression necessarily perfect?—It might be perfect; it would not be necessarily, in consequence of being done in that way. Until I prove it, I doubt it.

1413. Do you consider that if the type were produced and placed before printers, and they were satisfied, that would be sufficient, the printer being the best judge of what he wants?—I would throw no obstacle in the way then.

1414. If the printers were satisfied with this type being available for their purposes, you would say that was satisfactory evidence in their favour?—Yes, I would; but from what I see here, I do not think that at all likely.

1415. With reference to the formation of logotypes, you seemed to think that there was something intervening between the types; but the fact being that Major Beniowski forms his logotypes without anything intervening between the types, is not the justification you spoke of unnecessary?—I was speaking of the "body," or depth from the top to the bottom of the type. The one part is fully as important as the other, especially in columns or in tabular work.

1416. That is a printer's question altogether?—Certainly; I do not wish to raise objections, but I omitted to mention, in speaking of the mould, that there is one part of it which, in place of making the mould cheaper by 50 per cent, in my opinion would increase the cost of it very considerably. I understand that there is to be a mark upon one or both sides of the type; if it is to be put on for the use that has been spoken of, it must be done by the mark being put upon the body of the mould; if there is to be any mark upon the side of the type, as the bodies of all moulds last a very short time without being either renewed, or what we call squared up by a filing process, that mark upon the body would be at once obliterated; and the renewing the mark would cause very serious expense.

1417. Captain *Vernon.*] You have a very large plant in your business?—Yes.

1418. I understand you to say that in the event of your turning your attention to casting types of this kind, there would not be a total loss of your plant?—No; I would expect that the steel punches, which are a very expensive part of the plant, would avail.

1419. Supposing the old style of printing were done away with, and this new style of printing were undertaken, what per centage of your present plant do you think would be sacrificed as entirely useless?—For the long type, I should say 30 or 40 per cent., speaking at the moment; but not including the fitting ourselves also for casting the "legible" and the side mark.

1420. Mr. *Greene.*] Your present matrices would answer, but the moulds would have to be given up. You would have to make markers for putting on the index letter upon the end of the type, and you would have to put markers for casting the letters upon the side?—That would require a great deal more change. It would require great consideration.

1421. And in addition to that, you would require pumps for casting?—Yes.

1422. Mr. *Walter.*] As a matter of business, if any application were made to you to cast a certain quantity of type upon the principle of Major Beniowski's type, I understand you to say, that you would not decline to undertake such a contract?—No, by no means; I should have no difficulty in preparing myself for doing it; but as to its being fully satisfactory, that I would not venture to say.

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1423. Mr. *Greene.*] Whose machine do you use for casting type?—We have two or three.

1424. Do you use the American machine, or the German machine?—Part of the American machine; but we have altered and improved upon it.

1425. Mr. *Craufurd.*] With regard to the obliteration of the intaglio of the letter, I presume that the type itself, after the intaglio had been obliterated, would be still as useful as the present type would be; it would still remain as type, and could be used in the present mode of printing?—The obliteration of the intaglio would not interfere with the face of the type.

1426. *Chairman.*] But uneducated children could not use it till the intaglio was renewed again?—No, and it could not be re-done.

1427. Mr. *Greene.*] Have you sufficient practical knowledge of printing to know that in making corrections and taking proofs a great wear of type occurs in consequence of its being locked up carelessly?—Yes.

1428. Supposing that with the use of Major Beniowski's type you can correct from the foot of the type, where the legible letter is, without placing the type under a proof press for the purpose of getting an impression, so that you would not be under the necessity of taking a proof until it had to be sent to the author to correct, do not you think that the types would be much less injured than they are now?—My opinion is, that they would be considerably more injured. If any weight is put upon the face, its appearance is injured. I would consider the type unfit for a specimen if it was laid upon its face.

1429. Would it not depend upon what it was put upon?—Whatever it was put upon, it would be much more injured than by proofs being pulled.

1430. But if you found that practically that was not so, would not that change your opinion?—I should be glad to examine it.

Mr. *Richard Gill,* called in; and Examined.

Mr. *Richard Gill.*

1431. Mr. *Walter.*] YOU belong to the firm of Messrs. Miller & Richard?—I do.

1432. Have you ever applied for permission to see Major Beniowski's invention?—Twice.

1433. Was permission given you?—No, it was refused.

1434. On two occasions when you applied to see the invention permission was refused?—Yes.

1435. *Chairman.*] Who are Messrs. Miller & Richard?—They are type-founders.

1436. Mr. *Greene.*] Is it customary for persons in the same business to show their establishment to other persons in the same business; supposing I were a type-founder, would you show me any particular things that you did not wish to make other persons in your particular department of trade perfect in, till some arrangements were made respecting them?—I would not object if I were bringing forward a thing which professed to be an improvement, and were asking the opinion of the public upon it, and the money of the public for it, especially if I had protected those things already by a patent; I should rather court investigation.

1437–8. But, after all, that is rather a question as to a matter of judgment on the part of the person who is asked to show his types?—Quite so.

1439. Have you considered the points with respect to this type which Mr. Richard has spoken of?—I am not sufficiently acquainted with that part of the manufacture to speak to it.

1440. Do you think there is any objection to put a direct letter upon the other end of the type in the way that is done here?—My objection would be that it would be useless after a week or two's time, and would greatly increase the cost.

1441. That is of course a printer's question?—Yes, it is.

1442. *Chairman.*] When did you make application to see Major Beniowski's type?—The first occasion was, I think, in 1852, at the time when Major Beniowski had offices in Waterloo-place, and when various alleged improvements in type were said to be exhibited.

1443. When was the second time?—Immediately after Major Beniowski's first examination here.

1444. Mr. *Walter.*] Did you go there under the idea that Major Beniowski rather courted inquiry into the merits of his scheme?—I did.

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1445. And, in fact, rather invited people to inspect his improvements?—Yes.

1446. Mr. *Greene.*] Do not you think that any person much engaged in business may find it difficult to attend to every person that comes to examine his improvements?—I simply asked if, as one engaged in the trade, I might see his improvements, or whether he would give me any information upon them, and he refused.

1447. *Chairman.*] Did you tell him who you were?—I did not; after his refusal I thought it useless.

1448. Mr. *Greene.*] Do not you think it natural that if a person has a great deal of business of his own to attend to, if a stranger comes in he would hesitate about giving up his time to explain his inventions?—I found that Major Beniowski was taking up time here, and therefore I thought I had a right to know something about his inventions, especially as I was interested in the matter myself.

1449. Captain *Vernon.*] Did you make application in writing?—No.

1450. Did you state what you wished in a tangible formal manner, by giving your name and address, and saying that you came for a certain purpose?—No; the first occasion was when the alleged improvements were being publicly exhibited; I therefore went as one of the public, and I only asked to have the different things explained; I could not get them explained; I asked to have the machine put in motion, and I could not get the machine put in motion; upon the last occasion I simply asked, "Will you at any time allow me to see any of your improvements?" he did not ask me who I was, or what I wanted; but he simply said, No, he could not.

Mr. *Richard Clay,* called in; and Examined.

Mr. *Richard Clay.*

1451. Mr. *Walter.*] YOU carry on business as a Master Printer?—I do.

1452. You have been many years, and you still are engaged in the printing trade?—Yes.

1453. Has your attention been called from time to time to various improvements in composition?—Yes.

1454. Amongst other improvements has your attention been directed to Major Beniowski's improvement?—Some four years ago my attention was called to it.

1455. Have you made yourself acquainted with the various proposals embraced in his scheme?—I cannot say that I have; I saw enough very soon to form an unfavourable opinion of it; and there was an unwillingness on the part of the Major, I think, to put me in full possession of the particulars.

1456. As far as regards composition, you understand the different alleged advantages of his system?—Yes; the first point to which he called attention, or rather the first objection which he proposed to remedy, was that of the types being cast reversed. I met that by showing that there was no difficulty on that account. I took up a piece of type, and not having read type, I believe, for 20 or 30 years before, I read it off to show him that that was easily attained. I think I made an observation at the time, that after being at it less than a month, when a boy, I could read it as fluently as I did then. I really cannot say that I entered much further into the business; I think one of the gentlemen here was present at the time. I believe in fact, I expressed myself so strongly that I brought down Mr. Greene's wrath upon me.

1457. Do you conceive that the system proposed by Major Beniowski, of using types with an intaglio at the bottom, would be of any practical advantage to composition?—I conceive none whatever.

1458. You do not participate in the opinion, that the drudgery of learning composition is so extremely severe, that it is necessary to adopt such a system in order to overcome that difficulty, and to make composition a thing which everybody may learn for themselves?—I think not. Having been present at the examination of Major Beniowski at the last meeting, I certainly heard some opinions expressed by that gentleman that very much startled me. I cannot conceive of any plan by which this Committee can get to a knowledge of the real merits of the case but by an actual trial of the fact upon which the whole turns, namely, whether Major Beniowski's compositor can pick up 5,000 types in an hour; 1,000 types being, according to his estimate, the average quantity that

educated

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educated compositors are able to do. I think that the great error into which the Major has fallen is, in simply stating that his compositors can pick up 5,000 letters in an hour. Now the picking up of letters forms the very least part of a compositor's education. If he is to be a compositor, he has to learn not only to compose, but to space his matter properly. He has to learn punctuation. If he is employed in a book printing house, he must have some mechanical knowledge (I say mechanical knowledge) of Latin, French, and Greek. A compositor very soon finds that if he does not know how to accentuate his Greek, his reader does, and he has to make it correct at his own expense. He is paid so much per 1,000 letters for doing all that; therefore it is an erroneous notion to suppose that a compositor is paid 6 *d.* merely for the operation of picking up 1,000 types; he has to distribute the same number of letters; to punctuate; to space and justify the lines; to form the matter into pages; to get them pulled, and corrected; and all this for the 6 *d.* per 1,000 letters. Now let us see what it will cost to do all these things by Major Beniowski's method; not merely to pick up the type. Our compositor can pick up 2,000 or 3,000 types in the ordinary way in an hour, but there is a great deal more to do than that.

1459. Mr. *Greene.*] Have you any objection to that type of Major Beniowski's?—Yes, I have great objections to the diminished height of the type. I was asked, as a practical printer, whether my compositor can pick up more than 1,000 letters in an hour. Now, I challenge Major Beniowski's compositor at once. I hold in my hand a page of work now printing in my office; it is estimated that there are 2,500 letters in it, and it is stated by my overseer that the compositor set this up in one hour, and he says that he would go on composing six pages in seven hours for any length of time. Now, for that, the compositor not only picks up the type, but he has to do all which I have just now stated; to space and adjust the spacing; is a very nice and important part in the printing business. I need not tell you that if a long monosyllable, for example, comes at the end of a line, such as the word "through," the compositor has to consider whether he shall sacrifice the spacing by leaving the whole word out and putting in what we call pigeon-holes, very wide spaces, or whether he shall go back and take in a short word from the preceding line to make room for the word "through" in this line. All this he has to do, for which he is only paid 6 *d.* per thousand letters; therefore my point is this: I say that my compositor shall compose as rapidly as Major Beniowski's, but he must do all for which a compositor is paid. He shall distribute his page; he shall compose it properly; he shall have it read by a proper reader, and all blunders of punctuation that he may make he shall correct, and he shall put it into the hands of the gentleman, the author, or master printer in a perfect state. All that the compositor is bound to do for his 6 *d.* a thousand.

1460. You came to Bow-street four years ago, did not you?—I did.

1461. And you heard the commencement of an explanation of the invention in consequence of Mr. Keating, or Mr. Sadleir wishing that you should come to Bow-street to examine it?—I did.

1462. When you found that pincers were used instead of the fingers, did you not say it was madness, and did you not put your hat on and walk away?—I certainly laughed at it; for I cannot conceive how any substitute can be profitably adopted for the finger and thumb.

1463. Supposing you had the evidence of first-class printers in London in favour of it, would not that alter your opinion?—I think not; I cannot give a stronger proof of my opinion than by saying that I challenge a trial of it; but I would make this condition: I would not take Major Beniowski's page, which may involve a great many very profitable logotypes. I should ask the Chairman to select a page.

1464. I understand that an average compositor now does 1,000 letters an hour?—One thousand seven hundred is the average.

1465. Are you speaking of newspaper printing?—With respect to newspaper printing, I visited a newspaper printing-office this morning; there were two boys brought down to me, one of them had been only 10 weeks at the business: I omitted to ask his age, but from his appearance, I believe he was under 14. After an inquiry as to the quantity of letters he could compose, I had the boy brought to me himself; he brought a composing stick with the matter he was then in the habit of setting up. I asked him if he could read it, and he read it very easily; I asked him how long he had been composing, and I ascertained

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that that boy was picking up letters at the rate of 1,700 an hour; that is, a boy who has been only 10 weeks at the business, and that I call a fair average.

1466. Supposing that an educated compositor does 2,500 an hour, he receives 6*d.* per 1,000 letters?—Yes.

1467. Consequently neither you nor the public derive any benefit from the rapidity with which he composes?—I must decline giving any opinion as to the public. I am called here to test the merits of this invention. As to how far the public are interested I cannot say.

1468. You, as the employer, have to pay a compositor 6*d.* an hour for his 1,000 letters; consequently you derive no greater benefit from his rapid composition?—It is to the advantage of the experienced workman; if he can do more, it is just that he should be paid more.

1469. Mr. *Walter.*] It is upon the principle of taskwork?—It is.

1470. Mr. *Greene.*] Are not the rules of the trade exactly the opposite of that; if he is employed upon the establishment, must he not receive 33*s.* a week, without reference as to whether he does more or less?—Just so.

1471. Consequently the trade is a very close one, and that circumstance operates very influentially upon the employers?—No; I do not admit that; in a miscellaneous house, we find it convenient to employ men upon the establishment, for various reasons; there are some classes of work which, according to the rules of composition, are paid at per thousand; there are some things that we cannot afford to pay the same journeymen's wages upon, and those come in the character of job-work; the compositor is paid according to the number of thousands of letters estimated, and according to the length and width of the page; there are some very short pages, and some matters which are of a very advantageous character to the compositor, which, according to the rules of the trade, the compositor is entitled to charge for at per thousand letters; but it is found in practice that there are many printers who do those things by boys, at less than journeymen's wages; hence it is, that large printers have certain men in their establishment to take work of that sort.

1472. Do not the trade interfere with the number of apprentices taken?—No, I believe they have no control; the journeymen do object to it, but they have no power whatever to control it.

1473. Mr. *Walter.*] Do you believe that any combination of printers could prevent any master printer from adopting Major Beniowski's plan if he thought fit?—Certainly not.

1474. And employing boys and girls for the purpose?—I think the men would not work with boys and girls; but boys and girls are employed in London; amongst the weekly newspapers, which are merely selections cut from the columns of the daily newspapers, I should say, that it is no uncommon thing for the paper to be entirely printed by boys; a journeyman makes up the newspaper; he employs eight or ten boys, and the only journeyman usually employed upon it is the man himself who makes up the paper.

1475. If Mr. Clowes, in his Report of the Exhibition of 1851, states that 10,000 types are composed, justified, and distributed in one day as a fair compositor's work, do you think that that is a good authority upon the subject?—That, at the rate of 6*d.* per thousand, entitles the man to about 5*s.* a day. That includes not only the composition, but the responsibility attached to preparing his type, and putting it in a fit state before the editor or author, including correcting.

1476. In executing a reprint, of course a less educated compositor can compose without mistakes. He has none of the difficulties to which you refer as regards a compositor who has to compose from manuscript?—Not to so large an extent. It is evident that if the page is an exact reprint, composing line for line (which happens rarely indeed), many of the difficulties which even in an ordinary reprint would occur are not met with there. But, generally, if you are reprinting a book from a printed copy, the width of the page is either enlarged or diminished, and the making of the divisions is a very important thing. Nothing tends more to disfigure a book than awkward divisions. I have seen the word "tongue" attempted, by an ignorant compositor, to be divided. Therefore it is necessary, even in the commonest printing, that the compositor should be educated.

1477. You gave a very cursory examination to Major Beniowski's improvements?—I did.

1478. And

1478. And you received an explanation only of one of them?—I think that was as far as I went. But I think that arose from an unwillingness on the part of the Major to show me anything further. I unfortunately expressed myself, as I felt then, very strongly against it. It appeared to me most ridiculous, and I think so now. I have read his book, and I have attempted to find out something good in it, but I cannot do it.

1479. *Chairman.*] Would you not admit that the adoption of the plain letter upon the other end of the types, supposing you could keep them quite clear and free from ink, would enable you to employ cheaper labour than you can now in setting up type?—I think not.

1480. Must it not be easier for a child or an uneducated person to read plain letters than reversed letters?—It is a question simply of time. My own son when put to the business, after two months, read the types with as much fluency as I could upon paper.

1481. But is that the usual time in which a young person would acquire the ability of reading the type easily?—I should say so.

1482. Did you hear the evidence of the last witness?—I did.

1483. Did you hear the observation which he made about the danger that there would be of those letters being so covered with ink that the type would be defaced?—I should say that when type comes in, we are most careful to prevent its coming in contact with anything but the paper upon which it is to be printed. Unless there is a soft surface between it, either a blanket or something of that sort, the type gets injured.

1484. The chief reason why you think that the great benefit which Major Beniowski anticipates, with reference to the cheapening of labour, would not arise in the way he supposes, is, that the child, independently of reading the letters, must be educated in composition and in arrangement, and in many things, which he could not learn so quickly as he could the mere art of spelling?—Yes; I take it that all that Major Beniowski's child could do, would be to pick up the letters.

1485. Mr. *Greene.*] And to compose the page?—I should like to have a definition of composition.

1486. If yesterday a boy who has been educated only for 12 days in composition, did compose as many lines of printed matter as contained 470 letters, in a quarter of an hour, do not you think that was very good work?—I should like to see how it was composed.

1487. You mentioned that you had only given to this invention a very cursory examination. Now, if you had clear and satisfactory evidence from printers conversant with the trade, who expressed their satisfaction with different portions of it, and who stated that there was no doubt that 5,000 or 6,000, or 7,000 letters per hour could be composed by this method, and that they have seen it done, would you not then be inclined to think it worth consideration?—Certainly not; because the composing the letters forms a mere fractional part of the business of composition.

1488. If they said that it answered every purpose, would not that satisfy you?—No. I have been looking over Major Beniowski's testimonials, as printed in his "Improvements," p. 82, and I find there the testimony of Mr. Wilson, a printer of the firm of Wilson & Oglebie, a very old house. Now, what is the amount of his testimony? It is merely as to the inking-rollers; he says nothing about the composing; he begins with the inking-rollers.

1489. Mr. *Gregson.*] You say that you have read Major Beniowski's book; do you think any part of Major Beniowski's invention desirable to be adopted by the trade?—I see no part whatever; I am sure that I shall have the credit of being considered highly prejudiced, and I therefore state, with candour, that my stock of types would be thrown away if it could be brought to bear. But if there were anything really good in it, there could not be a more favourable period than the present to bring it forward. There is a prospect of many newspapers being started in consequence of the recent alteration of the newspaper stamp duty; I have heard of three or four being brought out in the neighbourhood of Fleet-street. One great difficulty in bringing an invention of this kind into a miscellaneous office is the height of the type. I think that Major Beniowski must have some reason for casting his types so short; and there is also the difficulty which the type-founder, Mr. Richard, made an observation upon with respect to the process of casting. The old-fashioned process

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of casting is by forcing the hot metal from the bottom to produce a sharp face. Now, it is clear that there should be nothing to interfere with that process; but if he casts in the centre, there is something that resists him; the force goes as against the side and back of the type.

1490. Mr. *Walter.*] You were stating that you thought it a particularly advantageous period to bring forward such an invention if there is anything in it; will you proceed with your reasons for thinking so?—Newspapers require, generally speaking, but two or three kinds of type; and therefore the inconvenience which would be felt in many offices, by introducing type of a different character, would not be experienced in an ordinary newspaper office, where they simply require a sufficient quantity of a peculiar sort of type, and if half the height of an ordinary type it is of no consequence, so that it be of a uniform height.

1491. Mr. *Greene.*] Would not they require four sorts for a newspaper?—Yes; but in a book-office they require 40 or 50 sorts.

1492. *Chairman.*] How many would they require for the printing of Parliamentary and Government documents?—Government and Parliamentary work generally may involve nearly every variety of types.

1493. Mr. *Walter.*] You do not think that at such a period as the present, there would be any danger of a combination of the trade preventing such an invention from being adopted, if it was thought desirable?—Certainly not; because the parties by whom these papers are taken up are independent of the trade; they are journeymen who have been employed to get up a newspaper; they are paid about three guineas a week, which is better wages than they get in working in a large house, and they bring up those boys literally to rapid composition; but they could not be brought into an office where manuscript work is done.

1494. *Chairman.*] I understand you to say that to adopt Major Beniowski's plan entirely would render it necessary for you to get rid of your present stock of type?—Certainly, if this type is not of the usual height. It is most essential that every type which we have, whether it comes from a London type-founder or from the country, should be of the same height, or it will not make a good face upon the paper.

1495. Mr. *Greene.*] Is not the height of the Scotch type different from that of the English?—No, the standard is universally the same. Some years ago there was a little difference.

1496. If you can by this method have 5,000 types composed in an hour, would not that be double the quantity which your best compositors can do now?—You must define what composition is. If you pick up 5,000 letters in an hour, and then have half an hour's work to put the type into proper condition, that makes the time an hour and a half instead of an hour.

1497. Mr. *Craufurd.*] Supposing you saw 5,000 types composed and corrected and made ready for the press in an hour, would that satisfy you?—It would depend upon what those types are. I should like to see a page of my own choosing taken.

1498. *Chairman.*] Supposing Major Beniowski to be willing, would you have any objection to some persons in your employment being set to make a practical experiment, say for two or three hours together, so as to test the present mode of printing as against the invention of Major Beniowski, for our satisfaction, an umpire being appointed by the Committee to report the result to them?—I should be most happy to have that done. I would only make certain conditions of this nature, that the Committee should select any page they pleased; that the Major's compositors and my compositors should start fairly, and that the page should not be considered finished until it had passed through the reader's hands and had been corrected by each compositor. I should greatly object to any one particular page of Major Beniowski's choosing being taken.

1499. You would be quite willing to do that if Major Beniowski be willing?—Yes.

Martis, 8° die Maii, 1855.

MEMBERS PRESENT:

Mr. Walpole.	Mr. Hamilton.
Mr. Greene.	Mr. Hankey.
Mr. Thornely.	Mr. Hadfield.
Mr. Crossley.	Mr. Craufurd.
Mr. Gregson.	Mr. Walter.
Captain Vernon.	

THE RIGHT HON. SPENCER HORATIO WALPOLE, IN THE CHAIR.

Mr. *John Coe*, called in; and Examined.

Mr. *John Coe*

8 May 1855.

1500. Mr. *Hankey.*] ARE you the Superintendent of the Printing-office at the Bank of England?—Yes.

1501. How long have you held that office?—Eighteen years.

1502. Are you practically acquainted with printing in all its departments?—Quite so.

1503. Have you witnessed Major Beniowski's mode of printing?—I have.

1504. Did you see any printing executed by him?—When I went to examine Major Beniowski's process, I took with me a portion of printed matter, which I gave to a lad to compose, and he composed it in a quarter of an hour; in that time he composed 500 letters, justifying simultaneously with the composition, which also took a quarter of an hour; that same type was afterwards distributed by another lad, and he distributed it in 15 minutes and a half; making altogether 45 minutes and a half for the three lads, assuming it to be the same as if it had been done by one person. The same matter was afterwards composed by Miss Harris, and she composed it in six minutes; that was by logotype process.

1505. By what process was the first?—The first was by single letters.

1506. *Chairman.*] What the boy did in 15 minutes, Miss Harris did in six?—Yes, with the logotypes. The justifying also occupied six minutes by a boy, and the distribution six minutes, making altogether 18 minutes. I afterwards took the same matter to an ordinary printing-office.

1507. To what printing-office?—Mr. Thomas Harrild, of Falcon-square. One of his apprentices composed the same matter in 11 minutes and distributed it in four, making 15 minutes altogether; so that in point of fact his lad did it in one-third of the time occupied by the three that Major Beniowski employed. The lad at Mr. Harrild's has 9 *s.* per week wages, and Major Beniowski's boy has 6 *s.*

1508. *Chairman.*] Do you know what the respective ages of those lads were?—I should judge that the one at Major Beniowski's was about 14, and I should think the other was 16.

1509. Mr. *Gregson.*] Do you mean to say that the whole of the process by the ordinary mode occupied 15 minutes, against 45 minutes by Major Beniowski's?—What is equivalent to 45; three hands were employed, who took 15 minutes each. By the first process of single letters, three boys composed, justified, and distributed upon Major Beniowski's plan, occupying together 45 and a half minutes, and by the logotype process the three operations were gone through in 18 minutes.

1510. *Chairman.*] So that even the ordinary process was quicker than the logotype process under Major Beniowski?—Yes; but that boy received one-half more wages.

1511. That boy was an older boy, and received half as much wages again as the boy at Major Beniowski's?—Yes.

1512. Mr. *Crossley.*] Have you any reason to suppose that the boy at the ordinary printing-office was more than ordinarily quick over it?—Certainly not. I was allowed to pick any boy; I knew nothing of them.

1513. *Chairman.*] Did you take the boy by chance?—Yes, the boy that was standing by. I said, "That boy will do." I had never seen him before.

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1514. You think that boy might be taken as a fair sample of the boys upon that establishment?—I can positively say yes, from my own experience, as I know what can be composed in the time.

1515. Mr. *Walter.*] In point of correctness of the composition, were you able to test that in each case?—No, I did not test that.

1516. You had not a proof pulled?—No.

1517. Mr. *Greene.*] Did you not test the accuracy of Major Beniowski's composing by reading the type yourself?—We did, but we did not correct it. I felt that it would only embarrass the experiment to mix it up with that.

1518. Mr. *Hankey.*] The experiment you saw was quite irrespective of corrections?—Quite so.

1519. Mr. *Greene.*] There were no corrections necessary in Miss Harris's composition?—I think not.

1520. *Chairman.*] Do you know what Miss Harris is paid?—No, I do not.

1521. Mr. *Crossley.*] Cannot you inform the Committee whether what was done in the ordinary printing-office was correctly done?—It was, I have no doubt, as correctly done as it generally is. There would be literal errors, but the boy appeared to be an ordinary, intelligent, apprentice.

1522. By seeing the printing after it was done, you would see whether it was pretty correct?—I had no proof pulled; I did not occupy time in reading it over.

1523. Mr. *Walter.*] In order to get the distribution done as quickly as possible?—Yes.

1524. Mr. *Hankey.*] In examining Major Beniowski's process, did you pay particular attention to the mode of arranging the type in the cases?—Yes, I did.

1525. Did you think that, with regard to the single-letter types, there was any advantage in the mode of arranging the types by Major Beniowski's process?—Not at all. The experiment proved to my mind that which I had previously conceived, that although the space is much smaller for the hand to travel over, yet practically there is no advantage gained by it; because the first thing that a boy learns as a compositor is the position of the letters. He soon learns that by constantly working the boxes; and the whole is within so small a compass that there is no advantage in Major Beniowski's plan. The boy looks at the letters whilst he is picking up other letters; he looks at the next letter he has to pick up, and he has not to find the letter when he comes to it; but it is all ready to his hand; there is no turning it over.

1526. You are aware that by Major Beniowski's process the letter is marked at the reverse end of the type in ordinary character, so that it can be read by a person who cannot read ordinary type?—I am.

1527. Do you consider that there is any advantage gained in composing by having letters so marked?—None whatever; after a lad has once come to the business, it is rather embarrassing than otherwise. I found myself, after many years' absence from composition, that on reading a page of type, I could read any type in the ordinary way as rapidly as I could read print.

1528. How long do you consider that it takes to qualify a boy who has no previous knowledge of the business to read type in the way in which it is ordinarily set?—That would vary in some measure according to the intelligence of the boy; but he would probably learn the boxes in about a fortnight, and I should think that in six months he could compose very well.

1529. But he would not probably be able to compose well for six months?—Certainly not to compose well, and then not so rapidly as this boy that I saw do it.

1530. *Chairman.*] Should you be surprised to hear that a boy under Major Beniowski would learn to do the same work in two months?—He would learn composition; but he would not be a compositor in two months. The mere picking up the types is one thing, but there is an amount of education and intelligence necessary for composition that a boy could not possibly acquire in two months, unless he had been previously educated. It is something more than the mere picking up of types. Great care is necessary in spacing. When a page is composed there should be a harmony in the spacing; not wide spaces in one line and very close in another. Then great care is necessary also in the punctuation, in orthography, and in dividing the words. An ignorant boy would divide words badly.

1531. Are

1531. Are you aware that it has been stated by Major Beniowski's process certain letters have spaces attached at the ends of them?—Yes.

1532. Do you consider that there is any advantage attached in having those spaces attached to the letters?—On the contrary, I think that there is a decided disadvantage, inasmuch as it does not allow for the opportunity of varying spacing, which is absolutely necessary; you can never reduce your spacing; it must always be increased in order to justify the line. And another disadvantage is, that the points, the commas, and such like, that should come close up to the word, invariably have a space between the word and them. In Major Beniowski's printing I always find a space before a comma.

1533. But there being letters without spaces you may use them; you are not compelled to use a letter with a space?—But having once composed your line you must lose time considerably by having to change the letter in justifying.

1534. Does it not frequently occur that you cannot judge of the spaces that will be required between the letters till you come to the end of the line?—You cannot. Very frequently you get a word that you cannot divide, and there will be much less space. Take for example the word "through," you cannot divide that word, and you want the means of reducing the space so much as to admit the whole of the word at the end of the line.

1535. Do you consider that any disadvantage can possibly arise from having letters at both ends of the type?—No, I do not see that there could be any disadvantage, certainly.

1536. Would they be at all likely, in your opinion, to get blotted out by use?—I certainly think they would. I think there is no doubt about that. But then it would practically come to the point which I maintain, that they are of no use.

1537. Did you examine not only the single types, but also Major Beniowski's mode of printing by logotypes?—I did.

1538. Did you see the way in which the logotypes were made?—I did.

1539. Do you consider that a word composed by logotypes in that way would be as perfect for ordinary printing as a word composed with ordinary letters?—Certainly not. If a logotype is put together in the way I saw it, with tinfoil. Tinfoil being placed on either side of the letters, of course, adds very much to the thickness of the type; and I found on taking 10 of those logotypes and placing one upon the other, and placing 10 single letters by the side of the logotypes, that the logotypes were $\frac{1}{32}^{nd}$ part of an inch thicker than the single types; consequently that must interfere with the squareness of the type; and if you multiply that for a considerable length, as in a column of a newspaper, the irregularity must be very great, particularly in a large work.

1540. Mr. *Crossley.*] Would not that be obviated by casting the letters that are going to be made into logotypes a little thinner?—Then you get into confusion; Major Beniowski proposes that when a single letter of the logotype is damaged the entire logotype shall not be destroyed, but that all the other letters shall be converted into single letters; you would get different bodies of type, which would be a serious obstacle to good composition.

1541. Mr. *Craufurd.*] Could not you obviate the difficulty by so constructing the body of the type that the thickness of the tinfoil should only make it the thickness of ordinary letters?—Practically it would be found very inconvenient to have different bodies of type of that kind. When you consider the vast varieties of type they have in printing-offices, the confusion produced by that means would be endless.

1542. There would be no difference in the body, because the body would be made up of the body of the type added to the tinfoil; would not that obviate the difficulty?—No; because supposing you wanted to convert these logotypes into single letters, then you have letters of a smaller body than the ordinary single-letter types.

1543. Mr. *Hankey.*] But do you not understand the object of using the tinfoil in making logotypes in preference to casting them in one single cast, to be that by so making them up of an aggregate of a certain number of letters, if they are no longer required as logotypes, all the logotype can be used as single type, or if one single letter requires to be changed, it can be immediately replaced by another?—That I understand is Major Beniowski's proposition; and I say that if these logotypes, having been cast with a smaller body than ordinary types, become broken up and distributed amongst the single types,

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you will then necessarily have a smaller body for some of them than for others, and that would lead to confusion.

1544. Mr. *Greene.*] Are you not aware that Major Beniowski did not propose to cast them upon a smaller body, but that he proposed, if it was found necessary by those who wished for peculiarly accurate arrangement, to either tinfoil single letters, or to tin them, and in that way to make up for any difference that might exist between them?—The tinfoil, as I stated to Major Beniowski, would be a greater evil than the smaller body, because I believe the tinfoil would work off and get into the body of the type.

1545. Then the objection which you made originally is perfectly removed; but the tinfoiling of the types is another evil which suggested itself to you?—I pointed that out to Major Beniowski when I examined it, and he said, "I will tinfoil the single letters;" but I said, "You will get into a worse difficulty there, for, depend upon it, the tinfoil will work off into the body of the type, and produce a worse effect than even the difference of body."

1546. But if you found in practical printing that was not the case, would not that objection be removed?—It would so far; but that is a question for a type-founder rather than for me. I am giving it as my opinion that such would be the result.

1547. Mr. *Hankey.*] With respect to the printing done for you at Major Beniowski's press, do you consider that the work was well performed?—I had but little opportunity of judging of so small a piece of work as that. It was a mere transcript of the lines that I saw.

1548. Did you see a short paper which was laid before the Committee, respecting the merits of Major Beniowski's printing, and the advantages to be derived from it?—I have a printed estimate which Major Beniowski gave me (*producing the same*).

1549. Was that given to you by Major Beniowski?—Yes. I have marked a few of the errors which I find in this paper.

1550. Do you consider that printing to be good enough for any ordinary book printing?—Certainly not. Any ordinary apprentice would certainly not compose so badly as that is put together.

1551. Mr. *Greene.*] What are the errors; are they mistakes of letters, or what?—The ordinary errors of misspelling, such as an ordinary compositor would correct in his composition. I have marked them in this copy. (*The same was handed in to the Committee.*)

1552. Mr. *Hankey.*] Do you understand that Major Beniowski, in printing from ordinary writing, employs a copyist?—I do.

1553. Is that the usual mode adopted in printing-offices?—No; it is never adopted.

1554. Why not?—Because it would interfere so much with the rapidity which is ordinarily necessary in printing, that it would be a very serious drawback. The time that a copyist would be employed in transcribing a bad manuscript would be as long as it would take a compositor to set it up.

1555. Was it explained to you, at Major Beniowski's establishment, that it was considered necessary to provide for the copying of bad manuscript?—He considered it requisite, because the labour that he would employ would be, generally speaking, that of uneducated persons, who would not be able to read anything but very plain manuscript.

1556. Do you consider that the diminution of expense, by employing less expensive hands, would be to such an extent as to make up for the expense of having manuscripts copied, so that the total amount of the expense would not be increased by that plan?—I do not think such would be the result. But even if it were, the delay would be of much greater moment than the saving could possibly be; but I believe it would be anything but a saving.

1557. Do you consider that to require ordinary manuscripts to be written out before they are put into the compositor's hands would be a serious impediment in ordinary printing?—I think so; certainly it would in the case of a newspaper. There the manuscript is so badly written, that it requires considerable practice to read it; but the compositors are so accustomed to it that they compose it very rapidly indeed. There is no necessity for transcribing, and the delay that would be occasioned under such circumstances would seriously affect the coming out of the paper in time.

1558. Do you consider it a necessary part of a compositor's duty to be able

to

to read bad writing?—Certainly. A boy, generally speaking, before he goes as a compositor, is employed in the reading closet for that purpose for some months beforehand, to practise him in reading bad manuscript,—in reading proofs for the press.

1559. You consider it an essential part of the education of a compositor to be able to read bad writing?—Certainly.

1560. Mr. *Greene.*] Only when he composes from manuscript?—Every ordinary compositor is liable to be called upon at any time to compose from manuscript.

1561. Mr. *Hankey.*] Is not every compositor liable to be called upon to print from ordinary writing?—Yes.

1562. And frequently from very bad writing?—Very frequently.

1563. Do you consider that Major Beniowski's plan could, with any modification which has struck you in looking at it, be brought into useful practice in any moderate sized printing establishment, for instance such as that at the Bank of England?—Certainly not. The short experiment that I tried, fully convinced me that boys of that character could never complete the work; in fact, taking it by the test that I applied, he cannot pick up the type with those forceps so rapidly as a boy picks them up with his fingers.

1564. Do you think that any saving could ensue to the Bank of England by adopting any part of Major Beniowski's system, even with any modification that you can suggest?—Decidedly none.

1565. Do you think that it would add to the expense of printing at the Bank of England?—I am sure that it would; in fact, with the great variety of forms that we have at the Bank of England, it would be impossible for uneducated printers to put them together.

1566. Mr. *Greene.*] You assume that a person cannot, with Major Beniowski's printing, read manuscript. But there is no Act of Parliament to say that he should not employ a person who can read manuscript as well as any ordinary printer?—Certainly not. But even admitting that the person can read manuscript, that is only one objection answered. That does not give him the qualifications which I contend are necessary for properly putting together the types; and not only the mechanical knowledge required, but a knowledge of the proper spelling and dividing of words.

1567. The first question to be settled is, Is Major Beniowski enabled, by doing away with the special education, to use cheaper labour? Can he not bring into use a different class of the community to compose and distribute his types?—Not to do the same that boys, after a little education, will do in the ordinary process.

1568. You have spoken of it as a question of time. You say that Major Beniowski pointed out to you that he used a boy at 6*s.* a week as compositor, and one at 3*s.* a week as justifier and distributor; consequently is it not an unfair way to put it as a question of the time occupied; does it not become a question of money?—I have taken it in that way. With regard to the distribution, I admit that he told me that 3*s.* a week was paid for that, but I think the composing and justifying was 6*s.* a week. But, on the other hand, I was told that for composing with the logotypes Miss Harris received much larger wages than either of them. I contend that when you get an educated person you must necessarily pay that person, and that you cannot produce the same work in the same time upon the low terms which Major Beniowski proposes.

1569. When you saw Miss Harris compose, how many letters did she compose per hour?—She composed 500 letters in six minutes.

1570. At what rate is that per hour?—That would be 5,000.

1571. So that Miss Harris composed at the rate of 5,000 letters an hour?—Yes.

1572. What is the amount of an average compositor's work in ordinary printing?—An average compositor will compose 2,000 or 2,500 letters an hour.

1573. So that Miss Harris doubled the work of an ordinary compositor?—But against that you have to set the justification. Miss Harris's work was merely picking up the letters; but justification is part of the composition.

1574. Putting the printing and the composition together, you say that Miss Harris composes at the rate of 5,000 letters an hour; and that a boy at 5*s.* a week justifies the same amount of work that Miss Harris composes; consequently,

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sequently, Major Beniowski is enabled to use a cheaper description of labour to do that portion of the work?—Precisely.

1575. Then, with respect to the distribution, which is the next portion of the work; you saw a boy, at 6 *s.* a week, distribute at the same rate at which Miss Harris composed?—Yes. But even at that rate, taking Miss Harris only at 8 *s.* a week, and the two boys at what you please, I say that they do not compete with the boy in the ordinary printing, at 9 *s.* a week. The boy at 9 *s.* a week can do that in 15 minutes which occupied Miss Harris, with her very increased wages, and a boy for justifying, and another for distributing, 18 minutes. So that there was a gain of three minutes in time, and, I should think, a considerable gain in the way of wages.

1576. Then, in fact, that boy composed 5,000 an hour, according to that?—No; this boy composed, justified, and distributed at the rate of 2,000 letters an hour; but I say a good compositor would compose 2,500 in an hour.

1577. Mr. *Craufurd.*] If he had only to pick up the letters, without justifying, how many would he compose in an hour?—I can hardly say; it is a thing that I have not had an opportunity of testing. Judging from Major Beniowski's process of justifying, it would be about half the time.

1578. Mr. *Gregson.*] What is the result of the whole comparison?—A boy, upon Major Beniowski's plan, composed 500 letters in a quarter of an hour; another boy justified it in a quarter of an hour; and a third boy distributed it in 15½ minutes, making 45½ minutes. Upon the ordinary plan a boy composed the same letters in 11 minutes, and distributed them in four; so that the boy composed, justified, and distributed 500 letters in 15 minutes.

1579. Mr. *Craufurd.*] What was the cost of the three boys at Major Beniowski's?—Two of them were at 6 *s.* a week, and one 3 *s.*

1580. What was the other?—Nine shillings.

1581. Mr. *Gregson.*] Taking the time and the wages all together, what is the result of the whole comparison?—As to the expense, it is 15 *s.* against 9 *s.*; and as to time, it is 45½ minutes against 15.

1582. Mr. *Greene.*] If your estimate is a correct one, how is it that the trade pay 30 *s.* a week to a compositor in the general business, and that 12,000 letters a day is considered a good average day's work for composing, justifying, and distributing?—Because, in the first place, a compositor must be in a position to take any work that is given to him. I have here a page, which I showed to Major Beniowski (*producing the same*), not intending to suggest that he should compose it, but he told me at once that he could not do it. A compositor in a printing-office must be in a position to do any work that is given to him.

1583. *Chairman.*] You mean that the boys that Major Beniowski employs would not be able to understand this page?—I should imagine that probably Major Beniowski had not facilities for such work; certainly those boys could not have composed that page.

1584. Mr. *Greene.*] But Major Beniowski is not necessarily obliged to use those boys in composition upon his plan; he may employ a better class of compositors for the purpose of composing from manuscript?—Then if those boys grow up to be men with increased wages, you necessarily increase the cost of composition, and bring it to the same point as in ordinary printing.

1585. But the parties from whom you get your supply of labour require to have a special education for the purpose, whereas Major Beniowski is enabled to get his supply of labour from the general labour market, and thereby diminishes considerably the expense for labour?—But when I compare the labour of the boys employed by Major Beniowski with the labour of the boys in the trade, I find that it is much cheaper in the trade than it is upon Major Beniowski's plan. The boys in the trade compose much more rapidly, including, with the composition, the justifying and distributing.

1586. But you admit that it would be six months before you could use any boy in a printing-office for composing?—But there are many purposes for which lads are employed in a printing-office that are equally important with composing. He would be earning money as a reading boy, and whilst he is learning the different varieties of type, which are very great in a printing-office, he is also clearing away what is technically termed "pie"; therefore he is profitably employed, even long before he comes to composition. In the division of labour it is found that a boy earns his money before he goes to composing.

1587. Is not Major Beniowski's boy equally useful in a printing-office; cannot

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cannot he distribute type from pie?—He can; but the time consumed in the distribution from pie in Major Beniowski's plan is so much greater, that it more than swallows up the difference between the wages of the two boys.

1588. Mr. *Crossley.*] Do you consider that there is any advantage in favour of Major Beniowski's plan by the being enabled to read it before you take a proof copy, to see whether it is right?—I think not, for this reason, when you are reading to correct for the press, you want to read so as to get the sense of what you are reading. Now if you read it in type, and stop to correct any error, you at once lose the connexion, therefore there is no time gained.

1589. Mr. *Craufurd.*] Do not you save the time required in striking off a proof as well as save the type?—No; the time that is saved in that way is lost in another; you lose the sense, and you could not read correctly in reading type in that way; because, for example, in the middle of a line an error occurs; you must stop the reader to correct that, and then you must go back again to the period in order to get the sense; by unconnected reading in that way you cannot possibly get the sense of it.

1590. You have the whole page legible, as if it were printed off. Is not it an advantage to save the necessity of throwing off a proof, which requires the type to be locked in the galley and to go through the press, and also to avoid the bashing of the types which arises from constantly drawing proofs?—No; there is no inconvenience from that; the time consumed is nothing, practically. What I say is, that in reading type in that way you cannot correct the type and read correctly at the same time.

1591. Mr. *Hankey.*] Would there be any difficulty made, either on the part of the printers, or of any other persons connected with the printing establishment at the Bank of England, which would prevent the adoption of Major Beniowski's system, or any other new system, if it were considered cheaper for the Bank to adopt it?—None whatever.

1592. No existing prejudice would prevent its adoption?—Nothing whatever. I have conversed with several printers upon this subject, and they say, "If you can show me that I shall save what is stated, by Major Beniowski's process, I can afford to throw my plant into the sea, and get new type."

Sir *John M'Neil* called in; and Examined.

Sir *J. M'Neil.*

1593. Mr. *Craufurd.*] ARE you practically acquainted with the printing process?—No; I know what printing is, and I have seen the plans proposed by Major Beniowski, and as a mechanic I know what my opinion of it is; but it would be presumptuous in me to give any evidence upon printing, for I really do not know anything practically of printing. I know, as a mechanic, what I have seen, and I have no objection to state that.

1594. Have you a printing-office of your own?—Merely a small printing press; what I saw at Major Beniowski's appeared to me, as a mechanic, so very simple and plain, that I think it certainly could be done without skilled labour in a very short time and be very applicable. I do not think that the comparison with the present mode of printing affords any fair criterion, because it is a new thing; I know myself, in the case of laying down rails when railways were first introduced, we paid skilled labourers 6*s.* or 8*s.* a day for the purpose of laying down rails; but in consequence of a mechanical invention, made by myself, instead of paying 6*s.* or 8*s.* a day, we did it by labour at 10*d.* a day in Ireland, and perfect rails; and the same thing would apply in many other cases.

1595. *Chairman.*] There is no doubt that would be so with respect to many new inventions; but you have heard the evidence of the last witness, who says that he has seen the ordinary mode of printing conducted by a lad in a printing-office, and that he has seen also the mode of printing conducted by Major Beniowski in his establishment, and he has given as the result of those two experiments which he witnessed himself that the lad in the former establishment could in point of fact compose more quickly than in the other?—I heard that.

1596. Is not that the way in which to test the value of the invention?—I do not think it is the way to test the value of a new invention just coming in.

1597. Did you also hear the witness say with reference to the printed page which he produced that Major Beniowski admitted that the lad whom he

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employed would not have experience and knowledge sufficient to set up that page?—I heard that; but I do not see why the one should not have it as well as the other.

1598. But in the case of ordinary printing they do not employ lads without special instruction in printing?—I do not know the arrangement of Major Beniowski's small boxes and the inclined plane; that seemed to me to be a very practicable and useful thing.

1599. It may be one thing for an invention to be a very ingenious one, and another thing to say that it is so ingenious and so much better than others, that you ought instantly to adopt it; may not that be so?—I did not say that at all.

1600. Mr. *Greene.*] One question to be decided is about the cheapness of printing; you have seen Major Beniowski's type with the letters upon the sides for distribution, and the letters upon the ends that enable persons to compose with very great facility; have you any doubt in own mind that that would enlarge the field of labour very much, and bring in persons who, with small education, would be able to compose and distribute?—I do not see why an individual who can read should not compose at once.

1601. You have no doubt that a person with moderate education would compose 1,000 letters an hour?—I am sure that an intelligent boy would compose a greater number almost at once.

1602. *Chairman.*] Have you witnessed the thing experimentally, so as to be able to give us your opinion upon what you observed yourself?—I saw Miss Harris compose, and I took the time; and I also saw a boy putting in the type very rapidly. Whether it was done as rapidly as an ordinary printer would do it I cannot tell, but it appeared to me so simple and so perfectly easy, that I am sure any intelligent boy could do it at once. That is all that I know.

1603. Mr. *Greene.*] From your own experience in correcting printing from manuscript, particularly tabular matter, are you of opinion that the union of wo or three figures, in what is called logotype, would diminish the number of errors in the matter so composed?—I think it would be more important in letter printing than in figures, because we seldom have a duplicate of the same figures in tables.

1604. Have you any doubt that the writing the usual letters at the back of the type is a decided advantage?—To an untaught person, decidedly. I am quite sure that I could read the letters well in Major Beniowski's printing when I could not compose and read backwards.

1605. Mr. *Hankey.*] You have said that you have seen Major Beniowski's mode of printing, and witnessed experiments with it?—I have.

1606. But you have no knowledge of your own as to the mode of printing in any ordinary establishment?—I have seen the same thing going on time after time in the ordinary mode of printing.

1607. Have you made any calculations that would enable you to give the Committee your opinion as to which mode is the cheaper from any experiments that you have made?—No, not from any experiments that I have made; nor would it be possible for any person who is not thoroughly qualified as a practical printer to do so. I think a person like myself, acquainted with mechanical subjects, can fairly say which of the two plans would be the easiest to carry out and the cheapest. If the same intelligence and the same labour is applied in both cases, I have very little doubt that Major Beniowski's plan would be the best; for it is a new thing; I do not think he has got that experience, or that practical result that printing in the ordinary way has got. But I am sure that a man unacquainted with printing would be able to print more easily with it.

1608. Mr. *Greene.*] And that produces a diminution of the cost?—Certainly.

1609. Are you surprised to find that this has met with great opposition from the printing trade?—No; I do not know that it has; but if it has, I would not be surprised at it.

APPENDIX.

Appendix, No. 1.

REPORT of the TRIALS on PRINTING, in the Matter of Major *Beniowski*'s Patent, June 1855, by *George Rennie*, Esq.

TO the Chairman and Committee appointed by the House of Commons, to consider the cheapest, most expeditious, and most efficient mode of providing for the Printing required for the Houses of Parliament and the Public Service.

Sir and Gentlemen,

AGREEABLY to your request, communicated to me by your Chairman's letter of the 26th ultimo, requesting my assistance to act as a referee, to test practically "the relative merits of the invention of Major Beniowski as compared with the present mode of printing, and that I should witness the experiments and direct the mode in which they should be made, in conformity with the wishes of Mr. Clay and Major Beniowski respectively, in composing, correcting, justifying, printing and distributing type from so many pages of manuscript and printed matter, and report the results of these trials,"

I lost no time in communicating and arranging with those gentlemen the terms of a competition, and having witnessed two trials, the first at Mr. Clay's establishment, Bread-street Hill, on the 13th instant, and the second at Major Beniowski's, Bow-street, Covent Garden, on the 15th instant, the following is my report of the results.

(signed) *George Rennie.*

3 July 1855.

STATEMENT of TRIAL at Mr. *Clay*'s Printing Offices, Bread-street Hill, Cheapside, London, 13 June 1855.

AT a few minutes after 10 o'clock a.m. the following gentlemen assembled at Mr. Clay's printing establishment, to investigate the time required by a compositor to set up a certain quantity of type, from manuscript, and deliver the same complete into the printer's hands ready for the press:

GEORGE RENNIE, Esq., Referee.

Mr. James H. Webb, Official Reporter.
Mr. Septimus H. Smith, Referee's Assistant.

Mr. CLAY'S Friends:

Mr. Cox, Superintendent of the Christian Knowledge Society.
Mr. Coe, from the Bank of England.
Mr. Levey, of the firm Robson, Levey & Franklyn.
Mr. Whiteman, Mr. Hansard's Manager.

Major BENIOWSKI'S Friends:

Captain O'Callaghan.
Mr. St. Barbe Sladen, Solicitor.
Mr. George Cole, Shorthand-writer.

Mr. Rennie, in the chair, opened the proceedings by reading his credentials from the Right Hon. Spencer H. Walpole, M.P., Chairman of the Committee of Printing for the

Appendix, No. 1.

Houses of Parliament, and afterwards stated the plan on which the trial should be conducted, viz., the composition to be taken from a manuscript furnished to Mr. Rennie by Mr. Whiteman, from one of the Parliamentary Blue Books; and that Mr. Clay and Major Beniowski should be allowed to have four friends present with them to witness the investigations.

Compositor's name, William Hughes, in the employ of Mr. Clay.

	HRS.	MIN.	SEC.
Compositor commenced at	11	21	0
„ finished at	1	41	30
Total Time for Composing	2	20	30

The composition was of 38 ½ ems small pica wide, and 75 lines, exclusive of one line of heading and two blank lines.

The imposition occupied 2 min. 30 sec.

The forme was here sealed up in the printing press by Mr. Rennie during the time of reading.

Reader's name, Josiah Rickards. Boy's name, Frederick Wilcox. Both in the employment of Messrs. Spottiswoode.

	HRS.	MIN.	SEC.
Reader commenced at	3	12	0
Boy finished at	3	19	0
Reader finished at	3	22	40
Total Time	0	10	40

Mr. Rennie cut the seals of the forme, and the compositor commenced unlocking for correction.

	HRS.	MIN.	SEC.
Compositor unlocked forme at	3	20	0
Ditto - finished correcting at	3	46	45
	0	16	45

	HRS.	MIN.	SEC.
Reader commenced reading revise at	3	49	0
„ finished - - ditto	3	51	30
	0	2	30

Second correction by compositor:	HRS.	MIN.	SEC.
Commenced at	3	52	0
Finished at	3	53	50
	0	1	50

Washing type occupied two minutes, but was not taken into consideration.

Compositor unlocked forme for—	HRS.	MIN.	SEC.
Distributing at	4	20	0
Finished distributing at	5	11	5
	0	51	5

Being at the rate of 7,059 letters per hour for distributing.

SUMMARY of TIME occupied in the above Investigation.

	HRS.	MIN.	SEC.
Composition	2	20	30
Imposition	0	2	30
Reading	0	10	40
Correcting	0	16	45
Reading revise	0	2	30
Correcting revise	0	1	50
Distributing	0	51	5
Total Time	3	45	50

Note.—Assuming the average number of lifts in each line to be 91, and 75 lines, exclusive of heading, we have a total of 6,825 lifts in the composition, which, divided by total time, viz., 3 hrs. 45 min. 50 sec., gives nearly 1,800 lifts per hour.

George Rennie,
Referee.

4 July 1855.

STATEMENT of TRIAL at Major *Beniowski*'s Printing Offices, No. 8, Bow-street, Covent Garden, London, 15 June 1855.

AT a few minutes after 10 o'clock a.m. the following gentlemen assembled at Major Beniowski's printing establishment, to investigate the time required by a compositor to set up a certain quantity of type from manuscript, and deliver the same complete into the printer's hands ready for the press.

GEORGE RENNIE, Esq., Referee.

Mr. James H. Webb, Official Reporter.
Mr. Septimus H. Smith, Referee's Assistant.

Major BENIOWSKI'S Friends:

Captain O'Callaghan.
Mr. St. Barbe Sladen, Solicitor.
Mr. White, Shorthand-writer.
Mr. Smith, Printer, Long-acre.

Mr. CLAY'S Friend's:

Mr. Levey, of Robson, Levey & Franklyn's.
Mr. Coe, from the Bank of England.
Mr. Whiteman, Mr. Hansard's Manager.
Mr. Cox, Superintendent of the Christian Knowledge Society.

The composition was taken from the same manuscript as was used at Mr. Clay's on 13th June, and furnished to Mr. Rennie by Mr. Whiteman, from one of the Parliamentary Blue Books.

Compositor's name, Helen Harris.
Boy's (justifier) name, Edward Harris.

	HRS.	MIN.	SEC.
Compositor commenced at	10	39	30
Ditto - finished* at	12	15	25
	1	35	55
Deduct, for mistake	0	9	25
	1	26	30

* *Note.*—The compositor made a mistake in setting up 8½ lines too much, for which 9 min. 25 sec. was allowed to be deducted, making total time for composition 1 hr. 26 min. 30 sec.

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The type was now sealed up by Mr. Rennie during the time of taking refreshment, and was again opened at 2 h. 25 m.

	HRS.	MIN.	SEC.
Compositor commenced reading and correcting at - -	2	31	0
Finished - - - ditto - - - ditto at - -	3	0	0
	0	29	0

The reading was taken from the back of the type, and corrected at the same time, which occupied the compositor and reading boy [who in this case was represented by Major Beniowski reading] 29 minutes.

The next process was the imposition:—

	HRS.	MIN.	SEC.
Imposition commenced* at - - - - - -	3	21	0
Ditto - finished at - - - - - -	3	30	30
	0	9	30

* *Note.*—The time for imposition was considered unusually long, the pressman not being prepared with the necessary tools; nor was he usually expert, and it was so admitted by Mr. Clay.

Five impressions were now taken off, after which the forme was sealed up by Mr. Rennie in the printing press, as well as the press itself, and one of the copies was submitted to the corrections of the same reader as was employed to read Mr. Clay's trial sheet; against which reading Major Beniowski protested, as being unnecessary and irregular to his system.

Reader's name, Josiah Rickards. Boy's name, Frederick Wilcox. Both in the employment of Messrs. Spottiswoode.

	HRS.	MIN.	SEC.
Reader commenced at - - - - - - -	4	27	0
Boy finished at - - - - - - - -	4	34	0
Reader finished at - - - - - - -	4	41	39
	0	14	39

Mr. Rennie now cut the seal from the press, and the pressman took off 30 copies. Locking and unlocking the forme was done by the pressman.

	HRS.	MIN.	SEC.
Commenced unlocking forme at - - - - -	6	16	0
Stopped for distributing boys at - - - - -	6	20	0
	0	4	0
The two boys commenced distributing at - - - -	6	29	0
„ finished - - ditto - at - - - -	7	21	0
Total Time for Distributing - - -	0	56	0

At 6.55 a slight accident happened, by the disarrangement of seven or eight lines of type, which, of course, increased the time occupied in distributing, but for which no allowance was made.

SUMMARY of TIME occupied in the above Process.

	HRS.	MIN.	SEC.
Composing	1	26	30
Reading and correcting	0	29	0
Imposing	0	9	30
Distributing by two boys	0	56	0
Total Time	3	1	0

Whitehall-place, 4 July 1855.

(signed) *George Rennie*,
Referee.

SUMMARY of the TRIALS.

Time occupied by Mr. CLAY in printing 6,000 letters.

	HRS.	MIN.	SEC.
Composition	2	20	30
Imposition	0	2	30
Reading	0	10	40
Correcting	0	16	45
Reading revise	0	2	30
Correcting ditto	0	1	50
Distributing	0	51	5
Total Time	3	45	50
	3	1	0
Difference	0	44	50

in favour of Major Beniowski.

Time occupied by Major BENIOWSKI in printing 6,000 letters.

	HRS.	MIN.	SEC.
Composition	1	26	30
Imposition	0	9	30
Reading and correcting	0	29	0
Distributing	0	56	0
Total Time	3	1	0

This difference is not allowed by Mr. Clay, for reasons stated in his letter, 18th June. *See* Appendix.

Note.—At Mr. Clay's trial, the composition, imposition, correcting, and distributing was done by one person, viz., Wm. Hughes, compositor; and the reading, by Josiah Rickards and Frederick Wilcox.

See Mr. Clay's letter, No. 1, 18th June.

Note.—At Major Beniowski's trial, the composition was done by Helen Harris and Edward Harris (justifying boy); imposition, partly by Helen Harris and partly by the pressman; reading and correcting, by Major Beniowski and Helen Harris; distributing, by two boys.

See Major Beniowski's letter, 16th June, No. 2; also Note Book, No. 3.

EXPENSE.

As regards the expense, the following are the statements of the respective parties for printing 6,000 letters:

		£.	*s.*	*d.*
Mr. Clay:	6 *d.* per 1,000	–	3	–
	Reading	–	–	2
		–	3	2
Major Beniowski:	Composing	–	–	6
	Imposing	–	–	–½
	Reading and correcting	–	–	1
	Distributing	–	–	2
		–	–	9½
Difference of Expense	£.	–	2	4½

Or 300 per cent. cheaper at Major Beniowski's trial.

Appendix, No. 1.

Quality of the Work.

As regards the quality of the work, a simple inspection will show that the quality of Major Beniowski's printing is inferior to Mr. Clay's, both in the parallelism of the lines and regularity of the letters, and the reader's corrections will show the comparative amount of other errors.

GENERAL CONCLUSIONS.

Time.

	HRS.	MIN.	SEC.
That the time occupied by Mr. Clay in composing, imposing, reading, correcting, reading revise, correcting revise, and distributing 6,000 letters, was	3	45	50
That the time occupied by Major Beniowski in composing, imposing, reading, correcting, and distributing 6,000 letters, was	3	1	0
Difference in favour of Major Beniowski	0	44	50

See Appendix.

Expense.

	£.	*s.*	*d.*
That the expense by Mr. Clay was	–	3	2
Ditto by Major Beniowski	–	–	9½
Difference in favour of Major Beniowski	–	2	4½

See Appendix.

Quality of Work.

That the quality of Mr. Clay's printed page is superior to that of Major Beniowski's, both in the straightness and parallelism of the lines and the regularity of the letters and spaces; and that the reader's typographical marks are less numerous. It is necessary to state that this comparison is made between Major Beniowski's first proof (he having declined to have it revised a second time) and Mr. Clay's second revise.

General Observations.

The improvements in printing invented and patented by Major Beniowski have been fully detailed in his patents of 1846, 1847, and 1849; also in his publications, and in his evidence in March and April last. Suffice to say, that they consist of a peculiar form of type or types, alphabetically arranged in cells contained within quadrilateral boxes or authoritons, set at convenient angles of inclination, so as to facilitate the taking out and putting in, or, in other words, composing and distributing single or combined type. The other improvements relate to founding, inking, and printing.

The advantages proposed by Major Beniowski are, greater facility in composing and in distributing a greater quantity of work in a given time, and at a less expense.

That by his arrangement a compositor, slightly instructed, can perform *three times* (*i. e.* 5,000 lifts) the quantity of work that a London compositor can do, and *four times* more than any good compositor usually does. That this quantity could be greatly increased by simultaneous double composition.

That his system completely obviates the objections which led to the disuse of logotypes from the early editions of the "Times" newspaper.

That it admits of the employment of very young persons at low wages, in place of the long and tedious education of apprenticed adults, and their high wages and attendant monopoly.

Major Beniowski thinks that the trial recently made between Mr. Clay and himself ought not to be considered as the true test of his system, as it was made under the disadvantages of limited stock, and limited means as compared with those of Mr. Clay. That while his practice and consequent skill of manipulation has been very confined, Mr. Clay's has been that of a long and well arranged system practised continually by one of the most eminent printers in the trade. These ideas of Major Beniowski's have doubtless emanated from a long and patient investigation into the existing defects of printing.

Similar

Similar ideas have occurred to other ingenious inventors at different times, and many patents for facilitating composition have been taken out by Messrs. Ashby, Church, Lacroix, Gallard, Gaubert, Delcambre, Rosenberg, Sörenson and others, but hitherto with little success. It remains therefore for your Committee to judge how far the facts now brought before you are deserving further encouragement. Appendix, No. 1.

I remain, &c.

Whitehall-place, 4 July 1855. (signed) *George Rennie*, Referee.

APPENDIX.

Letter from Mr. *Clay* explanatory of Trials.

No. 1.

Sir, Bread-street Hill, 18 June 1855.

As I consider that Major Beniowski's improvements have now been sufficiently tested, to enable you to come to a conclusion thereon, it becomes my duty to offer a few remarks on the subject, before you make your report to the Chairman of the Printing Committee.

I must first remind you that my challenge was originally given upon that part of Major Beniowski's evidence, in which he asserts that he will compose, justify, correct, and distribute with his untaught hands, *five* thousand letters in the same time that the regular compositor would, by the ordinary process, compose, justify, correct, and distribute *one* thousand letters.

On the 13th instant a page, fixed upon by yourself, was set up at my office. This page was subsequently found to contain 6,000 letters, and was completed in all its stages by *one* compositor. The following is an estimate of his time.

	HRS.	MIN.	SEC.
Composing	2	20	30
Imposing	0	2	30
Correcting	0	16	45
Ditto (revise)	0	1	50
Distributing	0	51	5
Total Time	3	32	40

The same page, from the same manuscript, was composed on the premises of Major Beniowski on the 15th instant, *four* persons being employed, viz., Miss Harris, a boy to justify, and two boys to distribute.

The following is an estimate of their time:—	HRS.	MIN.	SEC.
Composing, by Miss Harris	1	26	30
Justifying „ a boy	1	26	30
Imposing „ Miss Harris	0	9	30
Correcting „ Miss Harris	0	29	0
Distributing „ 1st boy	0	56	0
Ditto „ 2d boy	0	56	0
Total Time	5	23	30

From this statement (you will observe, that in order to simplify the case, I have omitted the reader's time in both cases), the result is unquestionably in favour of the old system, inasmuch as our task was performed in less time than the Major's by 1 hr. 50 min. 50 sec.; but it must be noted here that the Major has *not finished* his page, for he declines to correct the proof of the reader appointed by you to read for both parties. This proof (which is in your possession) would occupy at least 20 minutes to correct; and these, added to the Major's time, will give 2 hrs. 10 min. 50 sec. in my favour, thus:—

	HRS.	MIN.	SEC.	HRS.	MIN.	SEC.
Major B.'s page	5	23	30			
Time of proof *not* corrected	0	20	0			
				5	43	30
My page				3	32	40
Difference in Time				2	10	50

Appendix, No. 1.

In reference to the consideration of *cost*, against which I protest, as forming no part whatever of my challenge, I beg to remark, that cheap labour is already introduced to a certain extent into every printing-office; and that if this page, consisting of 6,000 letters, for which the journeyman is entitled to charge 3*s.*, had been executed by an apprentice, the cost would have been 1*s.* 6*d.* only, and in some houses even less.

I have, &c.

George Rennie, Esq. (signed) *Richard Clay.*

We, the undersigned, having witnessed the trials above referred to, beg to affix our signatures, in confirmation of the facts stated by Mr. Clay.

(signed) *George Levey* (Levey, Robson & Franklyn), Great New-street, Fetter-lane.

George Cox, Superintendent of the Christian Knowledge Society.

John Coe, Superintendent Printing Department, Bank of England.

Geo. Fred^k Whiteman, of Mr. Hansard's Printing-office.

No. 2.

Dear Sir, Bow-street, 16 June 1855.

I BEG most respectfully to state, 1st, That my expense of yesterday's composing, justifying, &c., was as follows:—

	d.
Composing, reading, and correcting	6
Justifying	1
Imposing	$\frac{1}{2}$
Distributing	2
TOTAL	$9\frac{1}{2}$

2d, That Miss Harris has, during these last four or five years, occasionally assisted me in my business generally; and I am sure her time, employed strictly in composing, distributing, &c., cannot amount to more than a few, say, four or five, months.

3d, That the two distributing boys have been very irregularly employed by me during the last two years, no more than a couple of hours per day. They have never been in the trade before.

And, 4th, That the boy who justified is not one of the trade; his yesterday's achievement is the result of a few days' exercise.

I remain, &c.

G. Rennie, Esq. (signed) *B. Beniowski.*

No. 3.

NOTE BOOK.

MAJOR BENIOWSKI'S STATEMENT.

ON THE COMPARATIVE PROBABILITIES OF IMPROVEMENT IN THE TWO SYSTEMS.

THE degree of cleverness following the usual mode has been practised for centuries. All the little improvements that one man makes after another have been exhausted long ago. The number composed per hour by the best man in London in 1855, is the same as the number composed per hour in 1755 and in 1655. It is clear that leaving everything to the present system of routine, the apprenticeship cannot be shortened, and a man like Mr. Hughes, 38 years old, and 30 years a compositor in Mr. Clay's service, will compose in 1856 and 1857, and to the end of his life, no more per hour. At present, one man excels another in proportion to his assiduity, until he reaches his maximum. This is the case with compositors under present circumstances; on my plan, however, improvement mainly depends upon

upon the use of logotypes, in the degree of perfection of the receptacles, and the several minor tools employed, and also in the mode of training. In all these I am still improving daily, and no man can suppose that I have attained my maximum. With respect to logotypes, I am far from having employed their whole power, and should explain this by a few examples. The number of letters composed per minute depends upon the number of lifts per minute, and the number of letters in each lift. In the training of my compositors, I gradually increase the number of logotypes; my present boxes contain 1,620 compartments; they contain all the logotypes which would indispensably occur in any text, but I have in reserve a few hundred compartments for what I call "specific logotypes." For instance, suppose my compositor to be destined to work for a geometrician; of course, I will have the logotypes "triangle," "parallelogram," "sides," "angle," "equal to," &c. About a hundred of these manifestly increase the productiveness; but of course, I cannot be prepared with such specific logotypes for every subject. But in practice this will always be the case, and most particularly in working for old customers; but the pitch of the power of logotypes must be in composing for the Government. In this case, the printer is aware of what is going on in the political world in general, and the Legislature in particular. For instance, a repeal of the corn-laws is asked for; the press is immediately at work; innumerable pamphlets on the subject make their appearance, and in a short time it is certain that there will be a great deal of printing about the corn-laws. The Government printer, and all printers, would, in the case of logotypes being adopted, order such logotypes to be manufactured, which must of necessity make the composition more expeditious. Even the manufacture of a few words, such as "corn-laws," "league," "Cobden," "Bright," "Disraeli," &c., will, I venture to say, increase the rapidity of composing by a not-to-be-despised per-centage. I have tried the experiment on a variety of subjects, and I find that it comes very easily to an increase of about 30 per cent. in my present very respectably rapid mode of composing, and there are certain cases in Government printing in which any of my boys will compose fully ten times as quick as any of the fire-eaters of London, and the number of such incredible compositors is inexhaustible; and I have not had before me four centuries to improve; and this increased rapidity is not owing to a 30 years' exercise of the muscles of the compositor, but of a few hours' exercise of the brains of the master printer. In short, we compose any and all matters at the rate of from 5,000 to 7,000 per hour of any given text; wages from 5 *s.* to 18 *s.* a week, the utmost. I ought to be satisfied with this, but it is my duty not to shrink from announcing such good tidings; I do so at the risk of being taxed with presumptuousness. The usual compositor's power has reached a maximum and must remain stationary, whereas ours is in its infancy in this as in all other respects.

Consumption of Time.

With all these facts before him, Mr. Clay has contrived to show that he has produced the page in a shorter time than my compositor. Mr. Clay has, simply by the stretch of arithmetical ingenuity, succeeded in showing that 2 pairs of boots + 3 candles + 5 peas make 12, and constitute a bigger sum than 2 *l.* + 3 *l.* making only 5 *l.* I would ask Mr. Clay to say what the time employed in distributing has to do with the time required for the execution of the work. The distribution is never done immediately after the printing, a few days always intervene, mostly weeks, and very often months elapse before the matter is distributed. Whenever an author, the Government, or any other party make their choice of a printer, they look for such an one as they presume, whatever and whenever they want anything to be printed, will execute it in the shortest number of hours from the moment they put the copy in his hands to the moment he delivers the first proof for revise and alterations, and then the printed sheet. They care nothing, and take no notice of the time that the distributing will take. Mr. Clay may beat *B.* (which he is very far from doing) in distributing, in any proportion, still *B.* ought to be preferred to *C.*, if the time strictly occupied in the execution of the order be shorter. The chances of expediting the execution of an order will depend upon the rapidity of each individual compositor, and upon the capabilities of the master printer to procure a greater or less number of compositors in the market at a minute's notice. With respect to individual rapidity, the facts you have witnessed speak for themselves, and with respect to numbers my market is unlimited; whereas the usual printer, in such an emergency as the railway mania or the Exhibition, were hardly to be had at the rate of 10 *s.* a day, and the distribution was not even thought of till many months after. So Mr. Clay is exceedingly unfair in summing up the time employed in distributing with that employed in the other operations. One might as well put it as a drawback to a winning horse that the mode in which he gallops gives a great deal of trouble to the groom, servants, &c., hereafter. The expense should certainly be taken into account, but the time of the groom should not be put against the winning horse. Now, with respect to the actual time employed in distributing, after all, Mr. Clay has not beaten me. I have performed it in exactly the same time as Mr. Clay. I have employed two boys, price 2 *d.*, whilst he has employed one man, price 8 *d.* at least; I might have done it twice as quickly without increasing the expense. Thus $4 \times \frac{1}{2} d. = 2 \times 1 d.$ This is clear as daylight. But Mr. Clay would perhaps exclaim, "Oh! so can I employ boys." To this I answer, first, that he would diminish his expenses by a trifling quantity, but would not alter the fact of the quick and cheap composition; and secondly, his assertion has in reality no foundation in truth or fact.

Appendix. No. 1.

(A.)

The employment of boys is against the interest of the grown-up compositor, and they have justice, and the power on their side to enforce their interests. They say, even now our occupation is often slack, and we are out of work; if you take the distributing out of our hands, we are exposed to be very often out of work. We cannot consent to this unless you pay us proportionately for our composing. The fact, and the rule is in the trade, is one boy to five men, and no more, or a general strike. In the present system of hard apprenticeships, companionships, corporations, &c. they can strike, are justified in striking, and neither Mr. Clay nor anybody else can employ more than one boy to five men.

(B.)

My next reasoning about this is, Is it likely that one man should be willing to be responsible for the blunders of another? Every compositor is responsible for the corrections that he is compelled to make, as committed against the copy given into his hands. The errors that appear in the first proof are owing:

1st. To the blunders of the distributor, and

2dly. To the blunders of the compositor.

Suppose the distributor has upon 1,000 types committed but 10 errors, a P put in the box of the C's, or a D put in the box of the A capitals, &c.; this is but one-tenth per cent., and boys, nay, anybody, are liable to commit such errors. But these small errors, when it comes to the corrections, may cause enormous trouble to the compositor. One single word, for instance, "folly," put instead of "emancipation," that is but an error, but it may require the overrunning of a whole page, nay, of pages. A mistake in a few letters may cause great trouble to the compositor. How then can the first-rate compositor possibly make himself answerable for the correctness of the distribution of a boy? In the present mode, can any man possibly control the correctness of the distribution of a boy, or of anybody? And even the distributing boy himself may be aware of and notice that he has dropped a P into the box of the B, but he cannot correct it. No more can he correct it than the fisherman, who has unluckily dropped a sprat back into the water, recapture the delinquent. Under these circumstances, should starvation ever so great compel an intelligent, industrious, and hard-working compositor of 30 years' standing to submit to compose from boxes containing types, the result of the distribution of other parties, and most particularly of boys, he knows too well that their errors are impossible of detection. That slave will find, when he comes to the corrections, that he must cease submitting. He knows he has composed correctly, but the boys have given him incorrectly distributed types. The fact is, the rule of the trade is, that he will demand to be paid for corrections by time at sixpence per hour. Now, how do matters stand on my plan? I employ boys for distributing, but these and any of their blunders they know are easily detected. The boxes upon which Miss Harris and two boys operated are capable of containing 350,000 types, and if the distributor committed one single mistake in the whole lot, he is well aware that another controlling boy, or rather babe, will tell him that he has committed that one. Nor is he apt to commit blunders. On the usual mode, he can well drop a P into the box of a B, a C in the box of an A, and so on; but on my plan, the dimensions of a compartment will put it out of his power to put the logotype "with" into the compartment of the "an" or the "of." In 99 cases out of 100 it is out of his power to commit the blunder, and in that 100th part of his liability of making blunders he knows he is under control, under unmistakeable control. Under these circumstances, I beg to say that I can employ boys for distributing without any justifiable grumblings on the part of the compositors; and as to strikes, the number of my compositors and distributors is commensurate with the bills of mortality. No apprenticeship, no corporations tolerated.

Corrections.

This is a very important, and very difficult for me to descant upon. I was allowed to see the first proof of Mr. Clay. I was not allowed to see the number and kind of blunders that his 30 years' compositor had made; neither was I allowed to see the corrected proof, nor the revise, nor in fact anything. Also, I was not allowed to see the first proof of my compositor. All that I have seen was at the distance of about one yard, and of half a second's duration, the hooks and crooks made at each end of the lines of the page by the reader from Mr. Spottiswoode's office. I know from experience that my compositor could not possibly have made more than a few mistakes, amounting to perhaps five or ten minutes' correction. I am not here criticising the candour or the talent of the reader; but he was not aware that both parties had agreed that errors called "grammatical" ones, and errors against fine printing, are to be taken no notice of. Mr. Clay at his office in Bread-street, has repeatedly, I think 10 times at least, said that what he delivers is not to be considered printing; that we are engaged in producing a proof showing the capabilities of the compositor, and nothing more. I have offered to correct all these things, which I consider to be relevant errors, but Mr. Clay did not allow me to do so. He said, "All, or none." If I were allowed to plead on this subject, I am sanguine that every error will reflect honour on my doings. I will not expatiate upon that, because I have not seen the things, but I will at once write down the following thereon: that upon my system errors of composition admit of a facility

of

of correction at least twice greater than that experienced upon the ordinary system in correcting the same errors. For instance, both parties have composed "Sugden" instead of "Cobden," or "expediency" instead of "experiment," and such errors have been committed at least half-a-dozen times in composing the same quantity of matter. Then I assert that my infant compositor will execute the corrections twice as quickly as the other compositor. But *ad abundantiam juris*; suppose that all the undetected errors found by Mr. Spottiswoode's reader are real, unjustifiable errors, and must be corrected in the usual slovenly way, what would be the expense of all that? I will imagine that all these corrections are legitimate and indispensable, and I will give time on the hand to the usual compositor to be executed. The price that would be paid for it would be at the rate of 6 *d.* an hour, and still I expect to be very triumphant with respect to the price to the customer. I repeat, I do not enter into any details, because I do not know what these errors are.

Price.

The present prices are such as are "generally agreed upon by the trade;" and this shows that the trade is in the age of hard apprenticeships, corporations, and monopoly; any tyro in political economy will understand the truth of this assertion, but I will here give a few details. It is "agreed upon by the trade," that the smaller the size of the types the greater the price. For instance, "nonpareil" and "diamond" is to be paid 1 *d.* more per 1,000. Not so on my plan; the smaller the size the cheaper the composition. Why so? Because the smaller the size of the types the smaller will be the working surface, the greater the rapidity of composition, and the greater the liberty that I have of increasing the number of logotypes. In all the minutiæ of the manipulations connected with composing, distributing, justifying, correcting, &c.—in all the details relating to raw materials connected with the production of the manufactured article—the printed page—in all the details relating to the training of the hands to perform the manipulation of type-casting, composing, distributing, justifying, correcting, &c. the usual mode reached its maximum about 300 years ago; and therefore, in all human probability, there is no chance of improving it. My system is all this time in its infancy. It is improving every day; it is excellent and excelling as it stands now, and in all human probability has a chance of improving; and there is no knowing to what it may come. It cannot go backwards.

Memorandum.

If anybody wished to make money in this world simply by putting the cart before the horse, I would advise him to go for instructions to printers in general, and to those employed for the nation or Government in particular. How is the process of printing for the Government going on at the present moment? I will take for exemplification the Committee of the House of Commons appointed to inquire into the Condition of the Army before Sebastopol. A clever short-hand writer takes down, word for word, and syllable by syllable, the statements of witnesses in short-hand. His notes are transcribed. This transcription is put into the hands of the compositor, with the understanding that it is incorrect with respect to punctuation, and other similar minor matters. The compositor does his best to compose in metal, as indicated by that transcription. Next comes the reader, to make his orthographical, grammatical, and what really I have no term for, but what I will call very useful corrections. Now, would it not be more economical if this transcript were first put before that very excellent reader to make the corrections, before it is put into the hands of the compositor to imitate blunders, to be corrected afterwards? Now, I must be allowed to take a step further, if this be well understood. Why does not the clever man who can read correctly short-hand writing, and can transcribe it correctly, and can himself make it grammatically, orthographically, and otherwise correct, compose himself the thing in metal? Why does he not do it himself at present? Because the present mode of composing is in itself a mystery, and out of the power of the myriads of clever writers at present in existence. On my plan, every man who is capable of transcribing correctly short-hand writing will be capable, after a few days' initiation, of composing this same in metal, and thus bring the whole job of composing from the recesses of the printing-office into the rooms of literary characters.

Appendix, No. 2.

Appendix, No. 2.

PAPERS delivered in by *J. R. M'Culloch*, Esq., 1 August 1854.

CONDITIONS of a CONTRACT proposed to be entered into by the Comptroller of Her Majesty's Stationery Office, for the PRINTING, in London, of REPORTS, PAPERS, and BOOKS, (exclusive of Job Work,) and for the FOLDING, STITCHING, TRIMMING, SEWING, and COVERING of REPORTS and PAPERS, for the Public Service, during the Seven Years, commencing on the 1st of July 1851, and terminating on the 30th of June 1858.

1. The Contractor is to be bound, and hereby engages and binds himself to execute, within a reasonable time, within suitable Offices, at a reasonable distance from Parliament-street, of all which the Comptroller of the Stationery Office is to be the sole judge, with fit and proper materials, and in a good and workmanlike manner, to the satisfaction of the Comptroller, or of such person as he may appoint to inspect the work, such Printing, Folding, Stitching, &c., as may from time to time be required of him for the use of the Public Service, at the prices stated in the annexed Schedules, Memorandums, and Notes, *these prices being Universally increased or diminished by the addition to, or subtraction from them of the rate per cent. of increase or diminution specified in the Tender of the Contractor.*

2. The Contractor is to be bound and hereby engages to deliver, at his own cost, such numbers of the Reports and Papers printed by him, after the same have been folded, stitched, sewed, covered, or otherwise done up, as may be required to supply the different Public Offices entitled to receive them, and the Offices for their sale: and he is to deliver at his own cost, the residue, if there be any, of the Reports and Papers, and the whole of the Books printed by him, at such place or places as may be specified by the Comptroller, or by the Examiner of Printers' Accounts.

3. After a Report, Paper, or Work of any description has been printed, a written order granting leave to distribute the types will be given by the Comptroller or Examiner of Printers' Accounts, *in the event, but not otherwise, of the Comptroller thinking it proper and advisable to give such order*; and it is hereby expressly stipulated and declared, that no charge for re-setting or re-composing any Report, Paper, or Work, either in whole or in part, shall be allowed when the Types have been distributed without such written order or licence having been previously received by the Contractor. When alterations or corrections are directed to be made in the standing types of Reports, Papers, or Works of any description, they are to be paid for as stipulated in the subjoined Schedule of Prices for Corrections, &c.; these prices being subject, like *all* the prices in this Contract, to the per Centage of increase or diminution specified in the Tender of the Contractor.

4. The Contractor hereby engages to attend, or to send competent persons, approved by the Comptroller, to attend, at the Stationery Office, or at such other place as may be specified, to receive instructions for Printing, &c., to enable him to perform, without delay, such Work as he may be required to perform, and for which attendance no charge is to be made; and he is promptly to obey such directions as may be given to him from time to time by the Comptroller of the Stationery Office.

5. In the event of the Contractor not attending or not sending parties approved by the Comptroller to attend, to take instructions, or not performing the Work required of him within a reasonable time, or not executing it in a good and workmanlike manner, of which the Comptroller is to be the sole judge, the Comptroller may, if he think proper, employ other Printers or Binders to execute such Work, charging the Contractor with whatever price he may have to pay for the same over and above the Contract price.

6. The Contractor hereby engages to give a full and accurate account, substantiated by the delivery of the Wages Books, and by such other Vouchers as may be thought necessary by the Comptroller, or the Examiners of Printers' or of Binders' Accounts, showing the amount paid for corrections, and the state of all Work in hand, or that may have been completed, whenever he is required to do so by one or other of the previously mentioned functionaries. And in the event of the Contractor not rendering, or delaying to render, such account, he shall not be paid for the said Work unless he give reasons satisfactory to the Comptroller for such neglect or delay. And in all cases where the Contractor shall describe any Printing or other Work in his account differently from the Printing or other Work which was actually performed, and by such means obtain, or endeavour to obtain an increased price from the Stationery Office for the said Work, he shall be subject to a fine for every such overcharge, or attempted overcharge, of three times the amount thereof.

7. The

7. The Contractor will be required to account for all Paper, Vellum, and Parchment, that may be given to him, either for printing or for covering Reports or Papers. The Paper for Printing will be delivered in perfect reams of 516 sheets each, no extra allowance being made for proofs, waste, &c., and seven overplus copies, at least, must be rendered for every 1,000 copies printed.

8. The Contractor will be required to replace, or if that be impossible, to pay the full value of all Paper, Printed Papers, Books, or property of any sort, belonging to the Stationery Office, which may be injured or destroyed by fire, or other accident on his premises.

9. Payment will be made for all Work completed within the Quarter, and for which the Vouchers required by the Comptroller, or Examiners of Printers' or Binders' Accounts shall have been delivered, by Bills of Exchange drawn by the Contractor on the Comptroller, at Thirty Days after sight; such Bills to be accepted within Six Weeks from the day on which the last Quarterly Bill, with the Vouchers in support of it, may have been delivered, provided the Bill has been examined within that period, or as soon after as it is examined.

10. No Tender will be accepted from any person who has been, within three years of making such Tender, either bankrupt or insolvent; and the Contractor is to be bound and hereby engages not to print, fold, stitch, sew, or cover any work, paper, or publication of any kind whatever in the Office in which the Government Printing, Folding, &c. is carried on, except on account of and by the order of Government; and the Contractor further engages to exclude all strangers from the said Office, and to adopt every precaution that may be suggested by the Comptroller, or that may occur to himself, to hinder any Report, Paper, or other Work, printed for Government, or any part or parts of any such Report, Paper, or other Work, coming into other hands than those entitled to receive the same: And it is to be distinctly understood, and is hereby expressly stipulated, that in the event of any Report, Paper, &c., or portion of such, coming into other hands than those entitled to receive the same, the Comptroller shall be entitled to remove whatever portion of the printing he may consider to be of a confidential description from the Contractor to any other party he may please to specify.

11. The Contractor is to enter into a Bond with two sufficient Sureties for the due performance of the Conditions of the Contract. The Sureties to be bound to the extent of £.2,500 each; the autograph signatures of the parties proposed as Sureties are to be affixed to the "Engagement to become Sureties" annexed to the subjoined Schedules; and their fitness to be Sureties is to be decided upon by the Treasury Solicitor, who is to prepare the Contract, and the Bond to be signed by the Sureties, the expense of both these deeds being borne by the Contractor.

12. The Contract will be for the Term of Seven Years, commencing 1st July 1851, and terminating 30th June 1858; but it is expressly stipulated that it may, notwithstanding, be terminated at any time, on Twelve Months' notice being given to that effect by the Lords Commissioners of Her Majesty's Treasury. The Contractor, however, is not to have any power to give such notice, or to terminate the Contract previously to the 30th June 1858.

13. And it is hereby expressly stipulated that if any novel species of Printing, or of Folding, Stitching, &c., should be introduced, or if any Report, Paper, Book, or other Work, should be directed to be Printed or Folded, &c., in a mode not expressly provided for in this Contract, the Comptroller shall be entitled, in either of those cases, if he think fit so to do, to direct any Report, Paper, Book, or other Work to be Printed, Stitched, &c., by any other party he may please to specify.

14. And it is to be distinctly understood, and is hereby stipulated, that if any question or questions arise in regard to the interpretation of any one or more of the above Clauses or Conditions, or of the Statements in any one or more of the subjoined Schedules, Memorandums, or Notes, or in regard to any part whatever of the Contract to be entered into by the Contractor, or in regard to the execution of any order or work arising out of the same, such question or questions is or are to be settled by the award of the Comptroller, without the Contractor being entitled to appeal from his decision.

15. All Tenders will be rejected in which any change of any kind whatever is made in any one of the above Conditions, or in any one of the annexed Schedules, Memoranda, and Notes, or in which the "Engagement to become Sureties" is not signed by the parties themselves, or in which any addition of any kind whatever is made to the signatures of the parties tendering, or of those engaging to become Sureties, other than the addresses of the latter.

Tenders to be addressed to "The Comptroller of the Stationery Office, James-street, Westminster," marked in the corner "Tender for Printing," and to be delivered on or before Wednesday, the 15th of January 1851, at Twelve o'Clock in the day, after which day and hour no Tender can be received.

N.B. *All Prices, without any exception whatever, in the subjoined Schedules, Memorandums, and*

1851–58.] SCHEDULES of PRICES for Book-work Printing in *England*, and for Folding,

SCHEDULE OF PRICES FOR COMPOSITION.

Memorandum.—Prices to be charged per Sheet for composing Book-Work, whether Broadside, Folio, Quarto, Octavo, or any If any number of pages, less than a Sheet, be required to be printed,

SIZE OF TYPE. *Including Side and Foot Notes, Making up Furniture, and all other Extras.*	POTT PAPER.			FOOLSCAP.			POST, COPY, CROWN, WRITING DEMY.		
	Plain.	Tabular.	Table.	Plain.	Tabular.	Table.	Plain.	Tabular.	Table.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
English, or larger	– 8 6	– 13 –	– 16 –	– 10 6	– 14 6	– 17 –	– 16 –	1 2 6	1 9 –
Pica	– 10 –	– 14 –	– 18 –	– 12 –	– 16 6	1 1 –	– 16 6	1 3 3	1 10 –
Small Pica	– 12 6	– 18 –	1 3 –	– 15 –	1 1 –	1 8 –	1 1 –	1 10 –	1 19 –
Long Primer	– 14 6	1 1 –	1 7 –	– 17 6	1 5 –	1 14 –	1 4 –	1 14 6	2 5 –
Bourgeois	– 18 –	1 6 –	1 14 –	1 1 –	1 10 –	2 3 –	1 10 –	2 3 6	2 17 –
Brevier	1 1 –	1 11 6	2 – –	1 5 –	1 16 –	2 11 –	1 15 –	2 11 –	3 7 –
Minion	1 5 –	1 16 –	2 8 –	1 9 6	2 2 6	3 2 6	2 1 6	3 – –	3 17 –
Nonpareil	1 16 6	2 14 –	3 11 –	2 4 6	3 5 –	4 18 –	3 2 6	4 12 6	6 2 –
Ruby	2 12 –	3 17 –	5 2 –	3 1 6	4 10 –	6 17 6	4 10 6	6 14 6	8 18 –
Pearl	3 6 –	4 18 –	6 10 –	3 11 –	5 5 –	8 16 –	5 13 –	8 8 –	11 3 –

Memorandum.—BROADSIDES, when larger than any of the above-named Papers, to be charged at the price of the at double the price of the Paper of which they are double the size. Sheet-and-Half Papers to be charged at one-and-a-the same Ratio.

SCHEDULE of PRICES for Corrections in Standing Types, for Re-imposing, and for Composing in Foreign Languages, &c., with the Definition of Tabular and Table Work.

Corrections:—All Corrections or Alterations in Standing Forms to be charged 6 *d.* per Hour.

Re-imposing:—Works Re-imposed into Folio, 4to., or 8vo. to be charged 1 *s.* per Sheet. If Re-imposed into 12mo., 16mo., or 18mo., to be charged 2 *s.* per Sheet.

PRICES OF COMPOSITION IN FOREIGN LANGUAGES, ALGEBRA, MUSIC, &c.

German, Greek, and Irish - - - - - - to be charged as Tabular.

Algebra, Hebrew, Arabic, Saxon, and Syriac - - - to be charged as Table.

Music to be cast up by the Sonnet Type - - - - to be charged as Table.

French, Latin, Italian, Spanish, Portuguese, and all other Foreign Languages, printed with Roman or Italic Type, to be charged 2 *s.* per Sheet extra.

DEFINITION OF TABULAR AND TABLE WORK.

To be charged only where the arrangement of one Column depends upon another.

2 or 3 Columns with Headings
3 or 4 „ without „ } - - - - - to be charged as Tabular.

4 or more Columns with Headings
5 or more „ without „ } - - - - - to be charged as Table.

N.B.—In folios the matter to be charged by quarters of a page;—¾ to be reckoned as a page, and less than ¼ to be reckoned as a quarter of a page.

„ 4tos., Large Post, Writing Medium, Printing Demy, and larger Papers, to be charged as in the folios.

„ 4to., on Writing Demy and smaller Papers, and in 8vos., 12mo., 16mos., and 18mos., more than ½ a page to be charged as a page; if ½ only, or less, to be charged as half a page.

Notes, are to be subject to the rate per cent. of addition or diminution specified in the accepted Tender.

STITCHING, TRIMMING, SEWING, COVERING, &c. of REPORTS and PAPERS. [1851–58.

SCHEDULE OF PRICES FOR COMPOSITION.

other size; whether Manuscript or Reprint; the Pages to be in any Type, and of any dimensions that may be ordered; they are to be paid for in the proportion they bear to a Sheet.

LARGE POST, WRITING MEDIUM, PRINTING DEMY.			PRINTING MEDIUM, (*i. e. Paper of a size between Printing Demy and Royal*) ROYAL.			SUPER-ROYAL.			SIZE OF TYPE. *Including Side and Foot Notes, Making up Furniture, and all other Extras.*
PLAIN.	TABULAR.	TABLE.	PLAIN.	TABULAR.	TABLE.	PLAIN.	TABULAR.	TABLE.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
– 18 6	1 5 6	1 13 –	1 3 –	1 12 –	2 1 –	1 4 6	1 14 –	2 3 –	ENGLISH, or larger.
1 2 –	1 11 –	2 – –	1 7 6	1 19 –	2 10 –	1 9 6	2 1 6	2 13 –	PICA.
1 8 –	2 – –	2 12 –	1 15 –	2 10 –	3 5 –	1 17 –	2 12 6	3 8 –	SMALL PICA.
1 12 –	2 6 –	3 – –	2 – –	2 17 6	3 15 –	2 2 –	3 – –	3 18 –	LONG PRIMER.
2 – –	2 18 –	3 16 –	2 10 6	3 13 6	4 15 –	2 12 –	3 15 –	4 18 –	BOURGEOIS.
2 6 –	3 7 –	4 8 –	2 18 6	4 5 6	5 12 –	3 1 –	4 6 6	5 16 –	BREVIER.
2 15 –	3 19 6	5 6 –	3 9 6	5 – 6	6 14 –	3 12 –	5 4 –	6 18 6	MINION.
4 5 6	6 6 6	8 7 6	5 7 –	7 18 –	10 9 –	5 11 6	8 4 6	10 17 –	NONPAREIL.
6 3 6	9 3 –	12 3 –	7 14 6	11 9 –	15 4 –	8 – 6	11 18 –	15 15 –	RUBY.
7 10 –	11 3 –	14 16 –	9 7 –	13 18 –	18 9 –	9 14 6	14 9 –	19 3 6	PEARL.

nearest sized paper; if they occupy Paper of double the size of any of the above-named Papers, they are then to be charged half the above Rates; DOUBLE PAPER to be charged at double the above Rates; and any larger Paper to be charged in

SCHEDULE of PRICES for PRESS and MACHINE WORK, including COLD-PRESSING, under the following Conditions; viz.:

1. That the Work be well executed, and with good Ink.
2. That no extra Charges be allowed for extraordinary Expedition, Night-work, &c.
3. That if fine Work be ordered, or Woodcuts be inserted in any Work, a special Allowance will be made for the same, the amount of which (subject to the per-centage of addition or subtraction specified in the accepted Tender,) is to be fixed by the Examiner of Printers' Accounts.

SIZE OF PAPER. *Whether the Work be Broadside, Folio, 4to., 8vo, or any other size; and in whatever Type.*	Number, 750 and under.	751 to 1,750	1,751 to 5,000	5,001 and upwards.
	Per Ream.	Per Ream.	Per Ream.	Per Ream.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Pott or Foolscap	– 3 –	– 2 9	– 2 6	– 2 –
Post, Copy, Crown, or Writing Demy	– 3 6	– 3 –	– 2 9	– 2 6
Large Post, Double Pott, Writing Medium, or Printing Demy	– 4 –	– 3 6	– 3 3	– 3 –
Printing Medium, Double Foolscap, Royal, or Super Royal	– 5 –	– 4 9	– 4 6	– 4 –
Double Writing Demy, Double Post, Imperial, or Double Crown	– 5 6	– 5 –	– 4 9	– 4 6
Double Printing Demy, and all larger Papers	– 6 6	– 6 –	– 5 6	– 5 –

N.B.—A Ream to be understood as 1,000 pulls, half a Ream 500 pulls, and a quarter Ream 250 pulls, whether perfected or not, and whether from two or more Forms, or from one.

Half-reams in all cases to be charged at Half the rates specified above, and quarter Reams in proportion.

Sheet-and-half Paper to be paid at the rate of one quarter more than the prices awarded to sheets of the same denomination. All double, triple, and quadruple paper, not provided for in the above Schedule, to be charged in the same proportion as Sheet-and-half Paper.

All sizes of Work to be printed, when required, on double, triple, or quadruple paper, and charged for as such.

Stereotype, 6 *d.* extra per Ream. Coloured Ink, 1 *s.* per Ream extra.

All Work to be Cold-pressed, unless directions to the contrary be given.

Appendix, No. 2.

SCHEDULE of PRICES for Folding, Stitching, Trimming, Sewing, Covering, &c. such numbers of the Reports and Papers, Printed under Authority of the Stationery Office, as may be required for Delivery to the different Public and Sale Offices.

	No. 1.	No. 2.
	d.	*d.*
Folding, Trimming, and Cutting Edges of Reports and Papers, conformably to the specimens marked Nos. 1, 2, 3, 4, per 100 sheets, and proportionally for greater or smaller numbers	1½	1½
Folding, Stitching, and Cutting Edges of Reports and Papers, conformably to the specimens marked Nos. 5, 6, 7, 8, with or without cover glued on back, per 100 sheets, and proportionally for greater or smaller numbers	2	2
Folding, Sewing, Covering, and Cutting Edges of Reports and Papers, per 100 sheets, and proportionally for greater or smaller numbers	3½	3½
Inserting Plates of a single leaf each, per 100, and proportionally for greater or smaller numbers	2	1½
Folding (Guarding, Squaring, and Gouging when necessary), and inserting folded plates or folded printed tables, whatever may be the number of folds, in such plates or tables, per 100 plates or tables, and proportionally for greater or smaller numbers	4	3
Cutting out Cancels, and inserting Corrections, per 100 leaves, and proportionally for greater or smaller numbers	4	3
Pasting in Notices on Slips, per 100, and proportionally for greater or smaller numbers	2	1½

N. B.—Royal, Medium, and Demy Folio, and Double Foolscap 4to. to be charged at the prices marked in column No. 1.

Imperial, Royal, Medium, Demy, and Foolscap 4tos. or 8vos. to be charged at the prices marked in column No. 2.

Foolscap Folios to be charged one-third less than the prices marked in column No. 1.

All sizes of 12mos. to be charged one-sixth more than the prices marked in column No. 2.

All sizes of 18mo. to be charged one-half more than the prices marked in column No. 2.

The edges of Nos. 1, 2, 3, 4, 5, 6, 7, and 8, to be cut smooth, or partly cut and partly trimmed, or trimmed only, as may be ordered.

Cutting up single leaves, or folding and cutting two leaves, to be charged as a half-sheet, three leaves to be charged as a whole sheet when the entire Report or other Paper, &c., consists only of such quantities; but no charge will be allowed for inserting single leaves in any Report or Paper when they form parts of such Report or Paper.

Should any size or sizes other than those above stated be required, it or they are to be charged at the price or prices of the size or sizes to which it or they are nearest.

Fly leaves to be, in all cases, provided by the Stationery Office.

Memorandum.—Specimens of Printing, Folding, Stitching, Trimming, Sewing, and Covering of Reports and Papers may be seen at the Stationery Office, to which the Printing, Folding, Stitching, Trimming, Sewing, &c. to be executed by the Contractor or Contractors are to be in all respects equal both in the quality of the materials and in the workmanship.

TENDER.

Sir,

hereby Tender to execute all the Printing, Folding, Stitching, &c. of Reports, Papers, Books, &c., ordered through the Stationery Office, for the Public Service, subject to each and all the above Conditions, at per Cent. the Prices specified in the above Schedules and Memoranda.

To John Ramsay M'Culloch, Esq.,
Comptroller.

ENGAGEMENT TO BECOME SURETIES.

Sir,

In case you should accept the offer of
for the Printing, Folding, &c. of Reports, Papers, and Books for the Public Service, We engage to become bound with in the required Sum of 2,500 *l.* each for the due performance of the Contract.

To John Ramsay M'Culloch, Esq.,
Comptroller.

Appendix, No. 3.

STATEMENT setting forth the Titles and the Number of Documents, exclusive of Inspectors' Reports, which have been printed by desire, or for the Use of the Board of Health, at the Public Expense, and by whose Authority such Documents have been Printed. Similar Statement as regards the Reports of Inspectors which have been printed for the Use of the Ratepayers of the Localities to which such Reports refer. And, Copy of Treasury Minutes and Correspondence with the Home Department in relation to the Cost of Printing, or to Documents Printed for the Board of Health. Appendix, No. 3.

Treasury Minute, dated 10th March 1848.

My Lords have before them a letter from the Comptroller of the Stationery Office, dated 12th ultimo, submitting an estimate of the sums that will probably be required to defray the expense of his department during the ensuing official year, 1848–9.

The amount of this estimate is 302,362*l.*, being 6,849*l.* more than the estimate for the year 1847–8; and as the last-mentioned estimate included a sum of 11,500*l.* expended on the purchase of Acts of Parliament and other stock of the Messrs. Grierson, Queen's printers in Ireland, the estimated charge for printing and stationery for the ensuing official year really exceeds that of 1847–8 by 18,349*l.*

The Comptroller of the Stationery Office reports, that notwithstanding every effort that has been made by him, there are few departments in which the charge for stationery is not on the increase, and that in some it is rapidly augmenting.

He calls particular attention to the very large charge for printing, the cost of which in the year 1843–4 was 112,789*l.*, while in the year 1846–7 it was 161,792*l.*, of which 101,076*l.* was for Parliament, and 60,716*l.* for the public offices, showing an increase in the course of three years of 49,003*l.*

It is also stated by him that the prices paid for paper, parchment, and printing have been nearly stationary for some years, while the prices of binding have considerably decreased since 1844; so that it is plain that the increase of expense is wholly occasioned by the increase of demands.

The large amount and rapid increase of this branch of the public expenditure have attracted the serious attention of Her Majesty's Government, and their Lordships desire that the Comptroller of the Stationery Office will report to them in detail, suggesting such measures as may appear to him to be required to prevent unnecessary expense.

My Lords also desire that the Comptroller will scrutinize all demands, from whatever quarter they may come, and that he will decline to supply such articles as may appear to be unnecessary or extravagant.

It is, however, upon the heads and chief officers of the different departments that their Lordships principally rely for the enforcement of proper economy in this respect, and they trust that in making requisitions upon the Stationery Office for the various articles which come under the head of stationery, the responsible officers will confine their demands within the narrowest practicable limits.

In those offices in which the public service requires that documents should be printed, it is of particular importance that only those papers should be delivered to the Government contract printers, the printing of which is of undoubted necessity, and that the manuscripts should be delivered in such a state as to require as few corrections as possible. It must also be observed as an invariable rule, that no official paper, or set of official papers, should be printed without express written authority from the Treasury, or from one of Her Majesty's Secretaries of State.

My Lords have reason to think that the irregular and improper practice of ordering stationery (including books for official reference) from private parties, and charging it under the head of incidents, is not yet wholly abandoned in some departments. It is one, however, that cannot be permitted to continue. Should the Comptroller of Stationery refuse any articles that may be really necessary, my Lords will direct that they shall be supplied on an appeal being made to them; but the ordering of stationery from private parties leads to great abuse; and to prevent it, instructions will be given to the auditors of public accounts, not to pass any accounts in which a charge for stationery is included in the incidents.

Transmit a copy of this Minute to each of the public offices and departments, in correspondence with the Treasury, and request their particular attention to the subject of it.

Appendix, No. 3.

Also transmit a copy to the Comptroller of the Stationery Office, for his information and guidance.

And transmit a copy to the Commissioners of Audit, and desire that they will call the special attention of this Board to any neglect of the directions contained in it, which may be observed by them in their examination of the public accounts.

TREASURY MINUTE, dated 31st March 1848.

WRITE to the Comptroller of the Stationery Office that it is their Lordships' wish that the following regulations, which were made by the Treasury in the year 1840, for the purpose of preventing unnecessary expenditure in the different articles of stationery supplied for the use of the public offices, should be strictly acted upon by the departments concerned; that is,

1st. That a junior clerk or other person be appointed in each office to take personal charge of the stationery supplied for the use of the office, and to keep it under lock and key; and it will be the duty of this person, acting under the immediate superintendence of the heads of the office, to issue to each individual, from time to time, such quantities of stationery as he may require for the purpose of transacting the public business entrusted to him; and it will also be the duty of the person so in charge of the stationery in each office to call the immediate attention of the heads of the office to any waste, or misappropriation of any article of stationery that may come to his knowledge; and

2d. That all demands upon the Stationery Office for supplies of stationery be signed by the person in each office in charge of the stationery, and be countersigned as approved by the secretary, or other managing head of the office, and that all such applications be made according to the accompanying form, showing the stock in hand of each article at the termination of the last half year, the quantity of each article since received, the quantity remaining on hand, and the further quantity required; and that a counterpart of this statement be retained in the office; proper books containing these forms being printed and furnished by the Comptroller of the Stationery Office to each office.

The Comptroller of the Stationery Office will communicate personally with the heads of each office on this subject, in order that due effect may be given to their Lordships' wishes upon it.

It is also the desire of this Board that strict injunctions be given to the printers under the Stationery Office in England and Scotland, in pursuance of the directions contained in the Minute of this Board, dated the 10th instant, not to print any papers for any official person, except mere ordinary and necessary forms, without the express sanction, in writing, of one of the Secretaries, or Assistant-secretary to the Treasury, or of one of the Under Secretaries of State, whose duty it will be to satisfy themselves that the papers ought to be printed, and that the appendices, &c. are only such as are necessary for the elucidation of the subject; and they will take the orders of the Secretaries of State, or of the Lords of the Treasury, as the case may be, on any doubtful point.

Further communication will shortly be made to the Comptroller of the Stationery Office in regard to the application of this rule to Ireland.

DEMAND for Paper, Printed Forms, Books, and Parchment.

Day of 184

No.

To the Storekeeper of Her Majesty's Stationery Office.

Sir,

The quantities specified in Col. 4, of the several Articles undermentioned are wanted for the use of

ARTICLES.	1. Stock in Hand.	2. Since Received.	3. Remaining in Hand.	4. Now Required.

ARTICLES.	1. Stock in Hand on *	2. Since Received.	3. Remaining in Hand.	4. Now Required.

* 30 June, or 31 December, as the case may be.

Appendix, No. 3.

Sir, The General Board of Health, Whitehall, 20 October 1851.

I AM directed by the General Board of Health to request that you will move the Lords Commissioners of Her Majesty's Treasury to sanction the reprinting of 1,000 copies of the Board's Report on Epidemic Cholera in 1848 and 1849, with 800 copies of the appendices to that report.

The Board find that there is a large and constant demand for this report, which there is no means of satisfying, as the impression of the report itself is now exhausted, though there remain in stock some 200 copies of the appendices, which were not printed till after the report. The Board have received many applications for the report and the appendices from foreign medical authorities, which they are not able to meet, and they would submit to their Lordships, that considering the large amount of experience and observation of which this report, with the appendices, records the results, it is desirable that the re-issue which they ask for should be sanctioned by their Lordships.

I have, &c.
(signed) *T. Taylor*,
Assistant Secretary.

To Sir C. E. Trevelyan, K. C. B.

TREASURY MINUTE on the above, dated 20th October 1851.

REFER to the Comptroller of the Stationery Office.

Sir, Stationery Office, 28 October 1851.

I HAVE the honour to return the letter of Mr. Taylor, assistant secretary to the Board of Health, dated the 20th instant, and with reference thereto, I beg to state for the information of the Lords of Her Majesty's Treasury,

That the Board of Health state that their Report on Epidemic Cholera is "exhausted," and that there are only 200 copies on hand of the appendices to the same. The Board further state that there is a continued demand for the report and appendices, and that they may be enabled to supply this demand they request their Lordships' authority to print 1,000 copies of the report, and 800 copies of the appendices. Under the circumstances stated, this demand appears to be reasonable.

But the statement would seem to have been made in error, for in point of fact there is a stock of 180 copies in hand of the report, and if these copies be sold and not given away gratuitously, they will probably be more than sufficient to meet the demand.

Four thousand seven hundred and fifty copies of the report in question were printed, of which the Board of Health have received 3,192 copies; only 174 copies of the report have been sold, and 122 copies of Appendix (A.), and 117 copies of the Appendix (B). It cost in all 1,312 *l.* 3 *s.* 5 *d.*, and the produce of the sales is under 50 *l.*

These are the facts of the case. But if their Lordships should think it expedient for public purposes that the Board of Health should continue to distribute the report and the appendices gratuitously, it will be proper to comply with the Board's demand. The reprinting of the required numbers of the report and appendices will cost in paper, plans, printing, binding, &c., about 229 *l.*

I have, &c.
(signed) *J. R. M^cCulloch*,
Comptroller.

To Sir C. E. Trevelyan, K. C. B.

TREASURY MINUTE on the above, dated 29th October 1851.

TRANSMIT a copy of this report to the Board of Health, and request to be informed whether, under the circumstances stated therein, they are still of opinion that the report and appendices should be reprinted.

Sir, The General Board of Health, Whitehall, 4 November 1851.

I AM directed by the General Board of Health to acknowledge the receipt of your letter of the 31st instant, transmitting a communication from the Comptroller of the Stationery Office in respect to the proposed reprinting of the Board's Report on Cholera, with the appendices. In reply to your inquiry, whether the Board are still of opinion that the report should be reprinted, I am to state that it appears to them desirable that it should be reprinted forthwith.

The information contained in the report and appendices is of extensive application in relation to the origin and progress, as well as the mode of dealing with not only Asiatic cholera (which is rare and partial in its visitations), but also typhus and scarlet fever, and the whole class of zymotic diseases, which seem to be governed in the main by the same laws as epidemic cholera, while they may be said to be constantly present among certain classes and in particular localities.

The Board further consider the report important as containing a collection of facts illustrative of the localising conditions and predisposing causes of epidemics in general, such as

Appendix, No. 3.

overcrowding, filth, dampness, bad drainage, unwholesome water, &c., to which the Board deem it of great consequence to direct public attention. The report also contains a large mass of evidence, proving the far greater efficacy and economy of precautionary measures for the prevention of such predisposing causes, than of measures merely of a palliative or curative character.

The Board believe that the reception which has been given to this report, both at home and abroad, and the attention it has excited, are such as to bear out this estimate of its value.

I have, &c.
(signed) *T. Taylor*,
Assistant Secretary.

Sir C. E. Trevelyan, K. C. B.

TREASURY MINUTE on the above, dated 11th November 1851.

GIVE authority to the Comptroller of the Stationery Office accordingly.
Acquaint the Board of Health.

Sir, The General Board of Health, Whitehall, 16 September 1852.

IN transmitting to you the following recommendations in connexion with those preventive measures which the General Board of Health are considering with a view to meet the threatened invasion of the country by cholera, I am directed by the Board to request you to submit them to the favourable consideration of the Lords Commissioners of Her Majesty's Treasury.

Frequent applications have recently been addressed to this Board by local Boards of Health for more detailed and practical information as to the removal and application of town refuse than is contained in the brief and general instructions which are issued to local Boards on their appointment. The probable re-enforcement of the Nuisances Removal and Diseases Prevention Act will, it is believed, materially increase the demands for information of this kind, and the Board are therefore of opinion that they should be furnished with the means at this particular juncture of circulating as widely as possible the fuller instructions and information which are contained in the various minutes on these subjects which have been presented by them to Parliament.

The Board have therefore directed me to ask the sanction of their Lordships to the printing for gratuitous distribution amongst the members of local Boards and such persons as may be entrusted with the execution of the Nuisances Removal Act, of 2,000 copies of the "Minutes of Information on the Drainage of the Sites of Towns;" 4,000 copies of the "Minutes of Information on House Drainage," and 2,000 copies of the "Minutes of Information on the Proper Application of Town Refuse."

Although these minutes have been framed with a view to guide local Boards of Health in designing and constructing permanent works of sanitary improvement, they also contain suggestions of much importance with reference to such preventive measures as might be immediately applied to unwholesome localities, or made available for voluntary adoption.

I am also to state that the Board being often required to issue instructions of a special character to meet some temporary emergency, are desirous to provide for such cases by the occasional issue of an official circular, such as that issued by them in 1848, a copy of which is enclosed; and I am directed to request their Lordships, through you, to authorise the Board to print and issue such a circular, from time to time, as circumstances may render expedient.

I have, &c.
(signed) *C. Macaulay*,
Secretary.

To G. A. Hamilton, Esq., M. P.

TREASURY MINUTE on the above, dated 28th September 1852.

MY LORDS are pleased to authorise the printing, through the Stationery Office, of 2,000 copies of the "Minutes of Information on Drainage of Towns;" 4,000 copies of the same on "House Drainage," and 2,000 copies of the same on the "Application of Town Refuse," as requested by the Board of Health, and in the form proposed by Mr. Chadwick.

My Lords also authorise the Board of Health to take such steps as they deem expedient in reference to their circulation, either gratuitously or otherwise.

Adverting to the Minute of 10th and 31st March 1848, my Lords cannot give a general order for the printing and issuing of papers of an official character, but under the circumstances, my Lords authorise the printing and circulation of a paper similar to that issued in 1848, with suggestions and instructions in relation to the approach of Asiatic cholera.

Write to Mr. M'Culloch accordingly.

TREASURY MINUTE, dated 19th November 1852.

WRITE to the Comptroller of the Stationery Office, and desire that he will furnish a detailed statement of the cost of the whole of the printing which has been executed for the Board of Health, other than the printing of the reports by the stipendiary inspectors of the Board upon the sanitary condition of the towns inspected by them under the Public Health Act.

Sir, The General Board of Health, 11 December 1852.

THE French translation of the Second Report of the General Board of Health on Quarantine being now in proof, and the Board being anxious that the information therein contained should be circulated in foreign countries as extensively as the French translation of their previous Report on Quarantine, I am directed to request you to move the Lords Commissioners of Her Majesty's Treasury to sanction the printing of 3,000 copies of the report for such circulation.

I have, &c.

To Sir C. E. Trevelyan, K. C. B. (signed) *C. Macaulay.*

TREASURY MINUTE on the above, dated 14th December 1852.

WRITE to the Board of Health, and request they will state by whose authority the expense of setting up the report in type was incurred.

Sir, The General Board of Health, 24 December 1852.

WITH reference to your letter of the 15th instant, asking in behalf of the Lords Commissioners of Her Majesty's Treasury by what authority the expense of setting up in type the translation of the Board's Second Report on Quarantine was incurred, I am now directed by the General Board of Health to reply that the work in question was printed without any special authority for the purpose. The Board have in this instance followed their invariable practice. Though they have lately been advised by the Stationery Office that the sanction of their Lordships was necessary to authorise the printing for gratuitous distribution of any large number of their publications, they have never been led by the Stationery Office to suppose that such a sanction was needed to authorise proof-printing.

I have, &c.

(signed) *C. Macaulay,*

To Sir C. E. Trevelyan, K. C. B. Secretary.

TREASURY MINUTE on the above, dated 7th of January 1853.

WRITE to the Board of Health that it is indispensable to the maintenance of any check over the heavy expense of printing that reports and other documents should not be set up in type without the previous sanction of this Board, and my Lords request that this course may be adhered to on every future occasion.

As regards the number of copies of the French translation of the Second Report on Quarantine now proposed to be printed, my Lords observe that only 1,250 copies of the French translation of the first report were printed, and they have directed the Comptroller of the Stationery Office to cause 2,000 copies of the French translation of the second report to be printed, which it is hoped will be sufficient.

Transmit a copy of this Minute to the Comptroller of the Stationery Office for his information and guidance.

TREASURY MINUTE, dated 14th January 1853.

MY Lords have before them a manuscript, headed, "Report on the Sanitary State of the Borough of Portsmouth, and especially of the Districts visited by the Epidemic Cholera of 1849; by R. D. Grainger, Esq., Medical Superintending Inspector," which was received by the Comptroller of the Stationery on the 11th instant, with a note, as follows:—"Dear Sir,—Please to print this, and send 12 proofs in slips, to set up ultimately in the same form as Dr. Sutherland's reports. Yours truly, *J. J. Scott.*"

Transmit the documents in question to the Board of Health, and state that my Lords are not aware that they have given their sanction to their being printed, and desire to be informed under what authority the application was made to the Comptroller of the Stationery Office.

Appendix, No. 3.

The General Board of Health, Whitehall,
19 January 1853.

Sir,

I AM directed by the General Board of Health to acknowledge the receipt of your letter of the 17th instant, inquiring, by direction of the Lords Commissioners of Her Majesty's Treasury, under what authority the Board have given directions for the printing of a MS. report by Mr. R. D. Grainger, one of their medical superintending inspectors, on the sanitary state of the borough of Portsmouth, and especially of the district visited by the epidemic cholera in 1849.

In reply, I am to request that you will inform their Lordships that on the 1st of October 1852, their Lordships were pleased to sanction the printing and circulation by the Board of an official circular similar to that issued in 1848; and that by letters of September the 3d and September the 4th, the Board were informed of the sanction of their Lordships to the appointment of two superintending medical inspectors charged with the duty of examining the course and symptoms of Asiatic cholera abroad and at home (*inter alia*), of examining the principal seats of ordinary epidemic disease (which have been invariably those of cholera), ascertaining whether any and what improvements have taken place in them, and pointing out to the authorities the steps it is in their power to take for cleansing, lime-washing, &c. under the existing law.

The Board have employed Dr. Sutherland and Mr. Grainger in conducting these inquiries, and in reporting the results of them to the Board. It is impossible for the inspectors to point out orally to the authorities the remedies which the existing law places within their reach, as these authorities are numerous, often impossible to assemble, and necessarily changing, so that oral communication with the members of the body acting at the moment of the inquiry might be perfectly useless for the guidance of the different members who might be in office on the appearance of epidemic disease. It therefore became necessary to communicate the results of the inspectors' inquiries, and the available remedies for the evils described, either in writing—which from the number of copies required of each report would have been attended with great expense—or by means of printed reports, which latter course the Board have adopted, as being the cheapest and most convenient. They have directed these reports to be set up in a form which will allow of their being reprinted for the official circular above referred to.

No express sanction has been given for the printing of these reports. Had the attention of the Board been called to the absence of such a sanction, they would have applied to their Lordships for it; and I am to ask that you will submit to their Lordships the request of the Board, that they will be pleased to sanction the printing of these reports for the information of local authorities, and in such a form as to admit of their being reproduced in the official circular of the Board (if thought desirable) without the disturbance of type.

I have, &c.
(signed) *T. Taylor*,
Assistant Secretary.

To Sir C. E. Trevelyan, K.C.B.

TREASURY MINUTE, dated 28th of January 1853.

WRITE to the Board of Health that the official circular, the printing of which was authorised by the letter from this Board, dated the 1st October last, was one intended to contain suggestions and instructions in reference to the Asiatic cholera, then reported by the Board of Health to be approaching this country; and that it was expressly stated in the same letter that, adverting to the Treasury Minute of the 16th and 31st March 1848, my Lords could not give a general order for the printing and issuing of papers of an official character.

Under these circumstances, my Lords cannot authorise the printing of any papers with a view to their being reproduced in an official circular of the Board of Health.

Transmit copies of the undermentioned documents to the Comptroller of the Stationery Office for his information and guidance:—

Treasury Minute, 14 January 1853.
Letter from the Board of Health, 19 January 1853.
Treasury Minute, 28 January 1853.

Also desire that he will furnish, without further delay, the detailed report of the cost of the printing for the Board of Health called for by the letter from this Board in their letter dated the 23d November last.

Stationery Office, 8 February 1853.

Sir,

I HAVE the honour to transmit, in compliance with your letter of the 23d November last, a statement of the cost of the whole printing executed for the Board of Health from the 1st July 1848 to 30th June 1852, other than the printing of the reports by the stipendiary inspectors of the Board.

The cost of the printing detailed in the accompanying statement amounts, as you will perceive, to 6,763 *l.* 2 *s.*; and I beg to add that the cost of printing the inspectors' reports, excluded from this statement, amounted to 5,719 *l.* 14 *s.* 5 *d.*

I have, &c.
(signed) *J. R. M^cCulloch*,
Comptroller.

To Sir C. E. Trevelyan, K.C.B.

A STATEMENT of the Cost of Printing (including Paper) Executed for the Board of Health other than the Reports of the Stipendiary Inspectors and Provisional Orders, from 1 July 1848 to 30 June 1852. Appendix, No. 3.

	Number of Copies Printed.	£.	s.	d.	£.	s.	d.
Reports, &c., presented to Parliament:							
Report on Quarantine	4,050	262	2	9			
French Translation of Quarantine Report	1,300	73	14	–			
Italian Translation of Quarantine Report	1,250	50	13	4			
Report of General Board of Health to July 1849	4,000	148	5	2			
Extract from Minutes of February 7, 1850	1,500	1	8	3			
Report on Extra-mural Sepulture	6,000	289	13	8			
Report on St. Giles's Cemetery	1,750	3	–	–			
Supply of Water to Metropolis	5,500	820	10	4	1,904	6	5
Appendices to ditto, 1, 2, 3, and 4	5,500	1,083	16	1			
Report on Cholera	5,750	447	4	4	1,744	6	9
Appendix (A.)	5,550	444	19	4			
Appendix (B.)	5,550	768	14	4			
Appendix (C.)	4,750	83	8	9			
Report on proposed Gathering Grounds	3,500	77	10	–			
Report on Extra-mural Sepulture (Country Towns)	5,000	46	14	10			
Second Report on Quarantine, with Appendices	7,750	614	4	3			
Minutes of Information on the practical Application of Sewer Water and Town Manures to Agricultural Production	4,540	288	9	6			
Minutes of Information in respect to Drainage of Land forming the Sites of Towns	4,000	231	6	9			
					5,735	15	8
Official Papers:							
Envelopes for Foreign Reports	500	1	2	2			
Minute of General Survey	2,000	4	16	5			
Bye-Laws on Cleansing of Towns	1,000	6	3	1			
Bye-Laws on Cleansing of Streets	1,000	1	8	9			
Abstract to Index to Interments Act	50	25	6	4			
Instructional Letters	500	2	14	7			
Bye-Laws relating to Slaughter-houses	2,000	2	1	7			
Bye-Laws relating to Lodging-houses	2,000	3	6	8			
General Minutes of Instruction	2,000	16	11	1			
Instructions: Duties of Medical Officers	1,000	2	14	11			
Letter with Statement of Duties	1,000	1	6	6			
Bye-Laws (Street Cleaning)	1,000	1	4	7			
Minute relative to Appointment of Officer of Health	1,000	1	5	7			
General Minute of Instruction	500	5	7	7			
Specimen Plan for Sanitary Purposes (lithography)	25	25	–	–			
Outline Plan „	20	1	11	2			
Enlarged Plan in outline „	45	2	18	9			
Specimen Plan (Metropolitan Survey, No. 1) „	4	12	10	–			
Specimen Plan of Skipton „	1,500	148	2	1			
Specimen Plan of Bermondsey „	1,500	94	4	10			
Drawing of Cottage, &c. (wood engraving)	–	3	5	–			
Drawing of Water-closet (wood engraving)	–	–	17	6			
Drawing: Autograph of Lord Shaftesbury (wood engraving)	–	–	6	–			
Paper relating to Distribution of Liquid Manure	62	–	12	4			
Scheme for providing Burial-grounds under Nuisances Removal Act	100	6	6	2			
Certificate for Closing Burial-ground, St. George's, Wolverhampton	38	–	14	–			
Duties of Officers of Health	1,000	1	11	6			
Minutes of General Board of Health	1,000	2	8	6			
Minute of Instruction	1,000	6	14	–			
Bye-Laws as to Common Lodging-houses	1,000	1	15	2			
Bye-Laws as to Slaughter-houses	1,000	–	18	1			
Bye-Laws as to emptying Water-closets	1,000	1	11	6			
Paper on the Cleansing of Towns	1,000	4	–	–			
Letter with Statement of Duties of Officer	1,000	–	18	1			
Carried forward £.		391	14	6	5,735	15	8

Appendix, No. 3.

	Number of Copies Printed.	£.	s.	d.	£.	s.	d.
Brought forward		391	14	6	5,735	15	8
Minute of Board	1,000	–	18	1			
Letter from Secretary	1,000	1	11	7			
Summary of Experience on Diseases, by Mr. Lee	1,500	35	10	11			
Paper on Irrigation with Liquid Manure	470	3	16	11			
Tables of Loans of different Amounts	8	1	5	7			
Bye-Laws for the regulation of Common Lodging-houses	32	2	16	9			
Mr. Rammell's Letter on Sewage Irrigation	200	5	–	2			
Diagram for Sewage Irrigation	400	–	6	11			
Notification as to Discontinuance of Use of certain Descriptions of Cellar Dwellings	1,800	8	9	3			
Appendix to ditto	1,000	16	3	5			
Extract from Report on Sanitary Condition of Labouring Population	32	–	19	8			
Exemplification of Entries to be made in Minute-Book of Local Board of Health	28	1	18	8			
Suggestion for keeping Accounts and Bye-Laws of Local Boards of Health	28	3	3	3			
Local Board of Health Ledger	28	7	7	1			
Mr. Lee's Summary of Experience on Application of Sewer Water	100	7	16	9			
Paper respecting the Exmoor Catch Meadows	58	1	2	8			
Certificate for Closing Burial-grounds, Newcastle-under-Lyne	20	–	9	–			
A Collection of Wood Engravings, sorted and arranged	22	5	4	–			
Additional Wood Engravings, arranged in pages	14	–	7	10			
Certificates for Closing Burial-grounds, Newcastle-under-Lyne	114	–	11	1			
Certificates for Closing Burial-grounds, Wolverhampton	8	–	5	9			
Mr. Lee's Summary of Experience on Diseases (reprint)	250	2	1	5			
The Honourable Fortescue's Letter	2,000	3	8	9			
Tables of Loans of different Amounts	68	1	11	5			
Tables of Loans requisite for Repayments of Loans of different Amounts	74	2	8	–			
Paper respecting the Catch Meadows at Pusey	14	2	10	9			
Estimate for a Single Cottage of Hollow Bricks	28	1	11	3			
Result of Experiments to try Strength of Blocks	14	1	7	2			
Experiment to try Strength of Bricks made by Machine	14	–	14	3			
Minutes of Conditions in treating with Surveyors	86	–	16	9			
A Collection of Wood-cuts	10	1	1	7			
Seven Pages of Wood-cuts	58	1	6	2			
Four Pages of Wood-cuts	22	–	14	10			
Tables of Loans of different Amounts	14	2	4	8			
Paper on Use of Pottery Ware in construction of Arches	36	3	2	2			
Bye-Laws for regulating the Business of Local Boards	2,000	36	2	3			
Minute on Tender by Private Surveyor	14	–	3	–			
Proximate Statement of the Amount of Office Business transacted under General Board of Health	56	3	5	–			
Letter to the Earl of Shaftesbury on Supply of Water to Metropolis	277	7	2	–			
Ten Pages of Wood-cuts	186	2	–	5			
Minutes on House Drainage (17.1)	30	–	14	10			
Further Minutes on House Drainage (17.2)	30	–	8	4			
Further Minutes on House Drainage (17.3)	30	–	14	9			
Further Minutes on House Drainage (17.4)	30	2	18	8			
Draft Report under Metropolitan Interment Act	44	5	12	11			
Draft of Bill to amend Public Health Act	384	9	17	5			
Proposed Clauses to a Bill to amend Public Health Act	250	2	5	9			
Memoranda respecting the Proceedings for the Execution of the Metropolitan Interments Act	28	5	16	2			
Draft Section in proposed Plan of the 50th Section of Public Health Act	22	1	12	11			
Circular enclosing Opinion of Law Officers	428	1	6	8			
Specification for Earthwork	20	1	9	4			
Three Autographs, engraved	–	1	11	6			
					605	–	11
Official Forms, &c.					422	5	5
TOTAL £.					6,763	2	–

Appendix, No. 3.

TREASURY MINUTE on the above, dated 8 March 1853.

RETURN the statement to the Comptroller of the Stationery Office; and with reference to the Minute of this Board dated 10th November 1848, in which it was stated that a general order to print papers for any office or commission could not be given, and that if any papers were required to be printed for the Board of Health, except mere ordinary and necessary forms, a special application must be made in each case for sanction, a copy of which Minute was sent to the Comptroller of the Stationery Office, with the letter from this Board of the 13th November 1848; desire that he will again submit this statement to their Lordships' Board after he has noted opposite to each of the reports the date of the Treasury letter authorising him to cause it to be printed.

Sir Stationery Office, 15 March 1853.

I HAVE the honour to acknowledge the receipt of your letter of the 12th instant, in regard to the printing for the Board of Health from the 1st of July 1848 to the 30th of June 1852, enclosing a return sent from this office, and directing me to state opposite to each report in that return the date of the Treasury letter authorising it to be printed; and with reference thereto, I beg to state, for the information of the Lords of Her Majesty's Treasury,

That though I always have been, and am extremely desirous to carry out every order of their Lordships, and especially those relating to printing, yet circumstances are every now and then occurring which make it sometimes necessary to depart from their letter, though not from their spirit. It is prescribed, for example, as an invariable rule in their Lordships' Minute of the 10th of March 1848, that no paper shall be printed without the express written authority of the Treasury, or of one of Her Majesty's principal Secretaries of State. But their Lordships are no doubt aware that this Minute has never been applied either to printing for the Admiralty, Board of Trade, Board of Works, War Office, or India Board. And there is nothing said in the Minute in regard to the Board of Health of the 10th of November 1848, that their printing is to be authorised by the Treasury only, but merely that it must in all cases be authorised; and I confess that I always concluded that when a Cabinet Minister was at the head of a Board and authorised the printing of papers, they might be sent to press without further authority, unless they appeared to involve some peculiar expense; and in the particular case of the Board of Health, it has always appeared to me that not the spirit merely, but the letter of their Lordships' Minute of the 10th November 1848, would be complied with as well if the orders to print were signed by the Secretary of the Home Department as by their Lordships' secretary.

Having premised these few observations, I would now beg to draw your attention to the accompanying statement of the authority for printing the reports of the Board of Health. From this it will be seen that the authority was in some cases the Board's order, of which Lord Carlisle, a Cabinet Minister, was at the head; sometimes the Board of Health and the Foreign Office; and sometimes reports ordered in the first instance to be printed by the Board of Health, were subsequently ordered to be reprinted by the Treasury.*

Their Lordships will perceive from this statement that the printing of the very expensive reports on the supply of water to the metropolis was authorised by the Home Office, and that the Treasury have confirmed the order for printing the reports on cholera: the printing of the reports on quarantine and intra and extra-mural interment would have been at once authorised by the Home Office had it been thought necessary.

Although therefore I must confess that their Lordships' directions have not, as regards the printing for the Board of Health, been so rigidly carried out as they might and perhaps should have been, yet I do not believe that the public interests have at all suffered through this relaxation, or that a single paper has been printed for which a legitimate order would not have been instantly obtained.

I would beg also to impress on their Lordships the difficulty of suddenly altering an old system. It had been previously to 1848 the practice for most offices to send papers direct to the printers, and to furnish at a subsequent period the authority for printing them; and it was found very difficult indeed to put down this practice, though it is now, I believe, very seldom acted on. There were few offices that were more inclined to proceed in this way than the Board of Health, and most part of the reports referred to in the accompanying statement were sent direct to the printers. But this practice has for a while entirely ceased, and intimation has been made to the printer not to proceed to print any paper for the Board without the previous authority of the Home Secretary or of the Treasury.

Hoping that these explanations may be sufficient, and begging their Lordships' indulgence for any apparent deviation from their rules,

I have, &c.
(signed) *J. R. M^cCulloch*,
Comptroller.

* That is, additional copies were ordered by the Treasury.

Appendix, No. 3.

PRINTING for the General Board of Health from July 1848 to 30 June 1852.

	Authority for Printing.
Report on Quarantine	General Board of Health, February 1849.
French translation of Quarantine Report	Ditto; but a portion of the copies were for the use of, and delivered to the Foreign Office.
Italian - ditto - ditto - ditto	
Report of General Board of Health to July 1849	Ditto - February 1849.
Extract from Minutes of February 7th, 1850	Ditto.
Report on Extra-mural Sepulture	Ditto - 15 January 1850.
Report on St. Giles's Cemetery	Ditto - February 1850.
Supply of Water to Metropolis	Home Office, 1 June 1850.
Appendices to ditto - 1, 2, 3 and 4	
Report on Cholera	General Board of Health, August 1850; confirmed by Order of Treasury, 17 November 1851.
Appendix (A.)	
Appendix (B.)	
Appendix (C.)	
Report on proposed Gathering Grounds	Home Office, 1 June 1850.
Report on Extra-mural Sepulture (Country Towns)	General Board of Health, April 1851.
Second Report on Quarantine, with Appendices	Ditto - ditto - February 1849.
Minutes of Information on the Practical Application of "Sewer Water and Town Manure to Agricultural Production	General Board of Health, April 1852; confirmed by Order of the Treasury 1st October 1852.
Minutes of Information in respect to Drainage of Land forming the Sites of Towns	
Official Papers	Usual printed demands signed by Clerk of Stationery, and countersigned by Secretary to General Board of Health.
Official Forms	

Treasury Minute, dated 22d March 1853.

Write to the Comptroller of the Stationery Office, and with reference to his remark that in the Minute of 10th November 1848, nothing was said to indicate that the printing for the Board of Health was to be authorised by the Treasury only, but that the instruction was that it "must in all cases be authorised;" state that the letter from the Board of Health, which under the Minute in question was communicated to him, applied for a general instruction from this Board to the Comptroller of the Stationery Office to print documents for the Board; and that the reply of this Board, transmitted to him at the same time, referring to the Minute of March 1848, which required the authority either of the Treasury or of one of the Secretaries of State, was that a general order to print documents for any office, excepting ordinary forms, could not be given, but that special application must be made in each case for sanction. My Lords are at a loss to understand how after this correspondence it could have been considered that the authority of the Board of Health alone was sufficient for the printing of voluminous papers.

My Lords will not pursue the subject further, as they rely upon Mr. McCulloch's adhering closely for the future to the instructions with which he has been, or may hereafter be furnished.

Appendix, No. 3.

STATEMENT, setting forth the TITLES, and the Number of DOCUMENTS, exclusive of Inspectors' Reports, which have been printed by Desire or for the Use of the BOARD OF HEALTH, at the Public Expense, and by whose Authority such Documents have been printed.

PAPERS and REPORTS, &c., from July 1848 to December 1853.

TITLE OF REPORTS, &c.	Number of Copies.	Authority for Printing.
Report on Quarantine	4,050	General Board of Health.
Report of General Board of Health, to July 1849	4,000	ditto.
French Translation of Quarantine Report	1,300	ditto.
Italian - ditto - - - ditto	1,250	ditto.
Extracts from Minutes of Feb. 7th, 1850	1,500	ditto.
Report on Extra-mural Sepulture	6,000	ditto.
Report on St. Giles's Cemetery	1,750	ditto.
Supply of Water to Metropolis	5,500	Home Office.
Appendices 1, 2, 3, and 4, to above (each)	5,500	ditto.
Report on Cholera	5,750	Treasury.
Ditto - - Appendix (A.)	5,550	ditto.
Ditto - - Appendix (B.)	5,550	ditto.
Ditto - - Appendix (C.)	4,750	ditto.
Envelopes for Foreign Reports	500	General Board of Health.
Minutes of General Survey	2,000	ditto.
Bye-Laws on the Cleaning of Towns	1,000	ditto.
Abstract to Index to Interments Act	50	ditto.
Instructional Letters	500	ditto.
Bye-Laws relating to Slaughter-houses	2,000	ditto.
Ditto - - to Lodging-houses	2,000	ditto.
General Minutes of Instruction	2,000	ditto.
Supply of Water to Metropolis	1,000	Home Office.
Instructions: Duties of Medical Officers	1,000	General Board of Health.
Letter with Statement of Duties	1,000	ditto.
Bye-Laws: Street-cleaning	1,000	ditto.
Minute relating to Appointment of Officers of Health	1,000	ditto.
General Minutes of Instructions	500	ditto.
Report on proposed Gathering Grounds	3,500	Home Office.
Report on Extra-mural Sepulture (County Towns)	5,000	General Board of Health.
Rapport sur la Quarantine	500	Foreign Office.
Paper relating to Distribution of Liquid Manure	62	General Board of Health.
Scheme for providing Burial-grounds, under Nuisances Removal Act	100	ditto.
Certificate for Closing the Burial-ground of St. George's, Wolverhampton	38	ditto.
Duties of Officers of Health	1,000	ditto.
Minute of General Board of Health	1,000	ditto.
Minute of Instructions	1,000	ditto.
Bye-Laws as to Slaughter-houses	1,000	ditto.
Bye-Laws as to Common Lodging-houses	1,000	ditto.
Bye-Laws as to emptying Water-closets	1,000	ditto.
Paper on the Cleansing of Towns	1,000	ditto.
Letter, with Statement of Duties of Officers	1,000	ditto.
Minute of Board	1,000	ditto.
Letter from Secretary	1,000	ditto.
Summary of Experience on Diseases, by Mr. Lee	1,500	ditto.
Reprint of ditto	250	ditto.
Paper on Irrigation with Liquid Manure	470	ditto.
Tables of Loans of different Amounts	8	ditto.
Bye-Laws for Regulation of Common Lodging-houses	32	ditto.
Mr. Rammel's Letter on Sewage Irrigation	200	ditto.
Diagram for Sewage Irrigation	40	ditto.
Notification as to Discontinuance of Use of certain Descriptions of Cellar Dwellings	1,800	ditto.
Appendix to ditto	1,000	ditto.
Extract from Report on Sanitary Condition of Labouring Population	32	ditto.
Exemplification of Entries to be made in Minute-Book of Local Board of Health	28	ditto.
Suggestion for keeping the Accounts, and Bye-Laws of Local Board of Health	28	ditto.
Local Board of Health Ledger	28	ditto.

(*continued*)

Appendix, No. 3.

TITLE OF REPORTS, &c.	Number of Copies.	Authority for Printing.
Minutes of Information on the Application of Sewer Water to Agricultural Purposes	541	General Board of Health.
Mr. Lee's Summary of Experience on the Application of Sewage Water to Agriculture	100	ditto.
Paper respecting the Exmoor Catch Meadows	58	ditto.
Certificate for Closing Burial-grounds in Newcastle-under-Lyne	20	ditto.
A Collection of Wood Engravings, sorted and arranged	22	ditto.
Additional Wood Engravings, arranged in pages	14	ditto.
Certificate for Closing Burial-grounds in Newcastle-under-Lyne	114	ditto.
Ditto - - ditto - - in Wolverhampton	8	ditto.
Report on Cholera	1,000	Treasury.
Ditto - - Appendices (A.) and (B.) (each)	800	ditto.
Minutes of Information on the Application of Sewer Water to Agriculture	2,000	ditto.
Hon. Fortescue's Letter	2,000	General Board of Health.
Tables of Loans of different Amounts	68	ditto.
Tables of the Amount requisite for the Repayment of Loans of different Amounts	74	ditto.
Minutes of Information on Drainage of Land	2,000	Treasury.
Paper respecting the Catch Meadows at Pasey	14	General Board of Health.
Estimate for a single Cottage of Hollow Bricks	28	ditto.
Results of Experiments to try Strength of Blocks	14	ditto.
Experiments to try Strength of Pipes made by New Machine	14	ditto.
Minutes of Conditions in Treating with Surveyors	86	ditto.
A Collection of Wood-cuts - (10, 58, and 22 copies)	90	ditto.
Table of Loans of different Amounts	14	ditto.
Minutes of Information collected in respect to Drainage of Land forming the Sites of Towns	2,000	Treasury.
Minutes of Information collected on the Application of Sewage Water to Agricultural Purposes	2,000	ditto.
Paper on the Use of Pottery Ware in the Construction of Arches	36	General Board of Health.
Bye-Laws for Regulating the Business of Local Boards	2,000	ditto.
Minute on Tenders by Private Surveyors	14	ditto.
Proximate Statement of the Amount of Office Business transmitted under General Board of Health	56	ditto.
Letter to Earl of Shaftesbury on the Supply of Water to Metropolis	277	ditto.
Ten Pages of Wood-cuts	186	ditto.
Specification for Earthwork	20	ditto.
Minutes on House Drainage	30	ditto.
Further Minutes on House Drainage	30	ditto.
Ditto - - ditto - - (22 and 30 copies)	52	ditto.
Draft Report under Metropolitan Interment Act	44	ditto.
Draft of Bill to Amend Public Health Act	384	ditto.
Proposed Clauses to a Bill to Amend ditto	250	ditto.
Memoranda respecting the Proceedings for the Execution of the Metropolitan Interment Act	28	ditto.
Draft Section proposed in Plan of the 50th Section of the Public Health Act	22	ditto.
Circular enclosing Opinion of Law Officers	428	ditto.
Second Report on Quarantine	7,750	ditto.
Paper on Trial Works, France	44	ditto.
Tables respecting Cost, &c. of Drainage Works	30	ditto.
Small Pox and Fever Patients, Mr. Grainger's Report on	1,000	ditto.
Comparative Estimate, showing the Cost of Drainage at the Back and Through Houses	54	ditto.
Table of Size and Inclination of Main House Drains, &c.	66	ditto.
Table of Sewerage and Drainage on the old Separate and Intermittent Systems	44	ditto.
Table of the Actual Cost of Private Works for Water Supply	94	ditto.
Specification for Drainage Pipes	42	ditto.
Notification in respect to Private Improvement Works, &c.	36	ditto.
Statement as to Practice of Board in relation to Surveys, &c.	500	ditto.
Tables showing the Equal Annual Amount of Principal combined with Interest requisite for Repayment of Loans, &c.	500	ditto.
Minute on Tenders by Private Surveyors	600	ditto.
Five Pages of Wood-cuts	66	ditto.
Minutes of Information with reference to Work for Removal of Soil Water	7,750	ditto.

TITLE OF REPORTS, &c.	Number of Copies.	Authority for Printing.
Reports by Dr. Sutherland, on the Sanitary Condition of certain Parishes, &c., with special reference to the threatened visitation of Epidemic Cholera, viz.:		
St. Giles's and St. George's, Bloomsbury	218	General Board of Health.
St. Olave's Union	218	ditto.
Rotherhithe	218	ditto.
Bermondsey	218	ditto.
St. George's, Southwark	218	ditto.
St. Saviour's Union	218	ditto.
Lambeth	218	ditto.
Newington	218	ditto.
Whitechapel	218	ditto.
Kensington	218	ditto.
Chelsea	218	ditto.
St. Margaret's and St. John's, Westminster	258	ditto.
St. George's in the East	344	ditto
Bethnal Green	200	ditto.
Scheme to provide a Burial-ground for the Burgh of Dorchester	144	ditto.
Draft Notification respecting Allowances by Contractors to Engineers, &c.	62	ditto.
Report by Mr. Grainger, on the Progress of the Epidemic Cholera in Germany	644	ditto.
Minutes of Information on the Application of Sewer Water, &c. to Agricultural Produce	2,000	ditto.
Minutes of Information in respect to the Drainage of Land forming the Sites of Towns, &c.	2,000	ditto.
Minutes of Information with reference to Works for the Removal of Soil Water on Drainage of Dwelling-houses	2,000	ditto.
Notification respecting the Measures taken by the Board during the Outbreak of Cholera, 1848–49	8	ditto.
Notification respecting the Provisions and Powers of the Public Health Act	22	ditto.
Circular to Local Boards, enclosing Minutes as to the Duties and Powers created under the Public Health Act	1,000	ditto.
Letter to Local Boards on the Cleansing of Towns	1,000	ditto.
Letter, with Statement on Duties of Officers of Health	1,000	ditto.
Report by Dr. Sutherland on the Sanitary Condition of St. Leonard, Shoreditch	22	ditto.
Second Rapport sur la Quarantine	2,000	Home Office.
Epidemics at Croydon: Report by Dr. Arnott and T. Page, Esq., C.E.	2,750	ditto.
Notification respecting the re-appearance of Cholera	3,250	Treasury.
Directions, &c., issued under the Authority of the Nuisances Removal and Diseases Prevention Act, 1848	10,000	ditto.
Precautionary Advice to Local Boards with reference to Cholera	1,000	ditto.
Directions to Officers of Customs, and Persons in command of Merchant Ships	5,000	ditto.
Directions and Regulations (Scotland)	2,000	ditto.
Supplemental - ditto - ditto	2,000	ditto.
Regulations as to Common Lodging-houses	2,500	ditto.
Circular and Supplementary Directions	5,000	ditto.
Circular to Local Boards, enclosing copy of the Regulations	300	ditto.
Statement of the Preliminary Inquiry by J. Southwood Smith, Esq., M.D., and John Sutherland, Esq., M.D., on the Epidemics at Croydon	2,250	ditto.
Order defining the Duties of the Officer of Health	1,500	ditto.
Minute of the Board as to the Local Authority to execute their Regulations and Directions	8	ditto.
Supplementary Directions of the General Board of Health, with Circular	7,000	ditto.
Supplementary Directions, No. 2, Scotland	78	ditto.

Stationery Office,
July 1854.

J. R. McCulloch,
Comptroller.

Appendix, No. 3.

STATEMENT setting forth the Titles and the Number of Documents of the Reports of the Superintendent Inspectors of the General Board of Health, which have been Printed for the use of the Ratepayers of the Localities to which such Reports refer, from July 1848 to December 1853.

Title of Reports, &c.	Number of Copies.	Authority for Printing.
Ware and Great Amwell	650	General Board of Health, under the sanction of the Treasury.
Worcester	600	
Sheerness	700	
Carmarthen	350	
Gloucester	450	
Tamworth	350	
Uxbridge	350	
Croydon	400	
Kendal	400	
Leicester	300	
Durham	300	
Chatham	350	
New Windsor	350	
Lancaster	400	
Coventry	450	
Rugby	500	
Aylesbury	600	
Watford	400	
Eton	500	
Fareham	500	
Penzance	600	
St. Thomas the Apostle	500	
Wigan	900	
Market Harborough	500	
Whitstable	500	
Nuneaton	600	
Chelmsford	400	
Warwick	400	
Knighton	400	
Swaffham	400	
Godmanchester	400	
Ashby-de-la-Zouch	400	
Whitehaven	500	
Supplement to ditto	300	
Bacup	400	
Sandgate	600	
Cambridge	600	
Dartford	600	
Derby	600	
East and West Retford	400	
Cheltenham	700	
Wolverhampton	700	
Brighton	1,000	
Tottenham	500	
Totnes	500	
Swansea	600	
Loughborough	400	
Bangor	500	
Harrow	400	
Mileham	400	
Burnham	500	
Bulkington	400	
Waltham Abbey	500	
Brecon	500	
Preston	600	
Dover	700	
Poole	500	
Epsom	500	
Witham	600	
Braintree	600	
York	600	
Birmingham	1,400	
Launceston	800	
Hitchin	500	
Edmonton	600	
Enfield	600	
Cheshunt	600	

Title of Reports, &c.	Number of Copies.	Authority for Printing.
Luton	600	
Sherborne	600	
Calne	600	
Morpeth	800	
Exmouth	500	
Newport	600	
Newmarket	600	
Barnard Castle	600	
Sawtry, All Saints	600	
Wrexham	600	
Burslem	600	
Newcastle-under-Lyne	600	
Northallerton	600	
Banbury	600	
Alnwick and Canongate	1,500	
Clitheroe	600	
Torquay	600	
Merthyr Tidvil	900	
Ottery St. Mary	600	
Litton	600	
Ely	600	
Newton Abbott	500	
Holbeach	600	
New Sleaford	600	
Whitstable	400 (reprint)	
Sandgate	500 (reprint)	
Harrow-on-the-Hill	400 (reprint)	
Watford	500 (reprint)	
Bulkington	400 (reprint)	
Nuneaton	400 (reprint)	
Chilners Coton	400	
Swansea	500 (reprint)	
Ashby-de-la-Zouch	400 (reprint)	
Market Harborough	400 (reprint)	
Berwick-upon-Tweed	600	
Bilston	500	
Southampton	1,000	General Board of Health, under the sanction of the Treasury.
Carlisle	800	
Cardiff	600	
Beaconsfield	600	
Darlington	600	
Llanelly	600	
Nantwich	600	
Tewkesbury	600	
Portsmouth	800	
Kingston-upon-Hull	800	
Ormskirk	500	
Gaywood	600	
Doncaster	600	
Bromyard	600	
Beverley	600	
Macclesfield	600	
Ilfracombe	600	
Diss	600	
Stockton-upon-Tees	600	
Reading	600	
Hastings	600	
Chippenham	600	
Gainsborough	600	
Alnwick	400 (reprint)	
Accrington	600	
Worthing	600	
Launceston	500 (reprint)	
Berwick-upon-Tweed	500 (reprint)	
Great Yarmouth	600	
Barnstaple	600	
Leamington Priors	600	
Melcombe Regis	600	
Hertford	500	
Chipping Wycombe	600	
Woolwich	600	
Dewsbury	600	
Kirkham	600	
Wednesbury	600	
Poulton	600	

(*continued*)

Appendix, No. 3.

Title of Reports, &c.	Number of Copies.	Authority for Printing.
Hoddesden and Broxbourne	600	
Bridgend	500	
Brynmawr	600	
Bodmin	600	
Walksoken and Wisbeach	600	
Llandilo Fawr	600	
Exmouth	600 (reprint)	
Haworth	600	
North Owram	600	
West Cowes	600	
Castleford	600	
Alfreton	600	
Altrim	600	
Newcastle and Coyty	600	
Sherborne	600 (reprint)	
Hartlepool	600	
Padstow	600	
Margate	600	
Southborough	600	
Thurmaston	600	
Broughton	600	
Rusholme	600	
March	600	
Battle	600	
Selby	600	
Grimsby	600	
Layton with Warbeck	600	
Calne	600 (reprint)	
Romford	600	
Bangor	600 (reprint)	
Southborough	600 (reprint)	
Norwich	600	
Alverston	600	
Towyn	600	
Swindon	600	
Worksop	600	
Taunton	600	General Board of Health, under the sanction of the Treasury.
Alfreton	600 (reprint)	
Gainsborough	600 (reprint)	
Rotherham	900	
Tottenham	700 (reprint)	
Brynmawr	600	
Welshpool	600	
Penrith	600	
Leicester	600 (reprint)	
Wavertree	600	
Burnham	600	
Leamington Priors	600 (reprint)	
Portsmouth	600 (reprint)	
Newmarket	600 (reprint)	
Corsham	600	
Wrexham	600	
Eton	600 (reprint)	
Morpeth	600 (reprint)	
Macclesfield	600 (reprint)	
Melcombe Regis	600 (reprint)	
Tynemouth	600	
Tiverton	600	
Long Itchington	600	
Stonehouse	600	
Carmarthen	600 (reprint)	
Huddersfield	600	
Wolverhampton	600 (reprint)	
Brighton	600 (reprint)	
Ashby-de-la-Zouch	600 (reprint)	
Pendleton	800	
Ware	600 (reprint)	
Langadock	600	
Barnard Castle	600 (reprint)	
Maidenhead	600	
Stockton-on-Tees	600 (reprint)	
Macclesfield	600 (reprint)	
Newcastle (Burial-ground)	600	
Stoke-upon-Trent	500	
Tenby	600	

Title of Reports, &c.	Number of Copies.	Authority for Printing.
Gateshead	500	
Bacup	300 (reprint)	
Great Yarmouth	600 (reprint)	
Northallerton	600 (reprint)	
Sunderland	800	
Halifax	500	
Gainsborough	600 (reprint)	
Dewsbury	300 (reprint)	
Elland-cum-Greetland	600	
Salisbury	600	
Poulton-cum-Seacombe	600	
Woolwich (Reply to Memorials)	600	
Havant	600	
Rotherham, &c.	600 (reprint)	
Worksop (Boundaries)	600	
Longbridge Deverell	600	
Dorchester	600	
Newton Heath	600	
Wisbeach and Walsoken (Boundaries)	600	
Ryde	600	
Leamington	600	
Stratford-upon-Avon	600	
Leicester	500 (reprint)	
Spalding	600	
Ashton Keynes	400	
Winterslow	300	
Wakefield	600	
Leicester ("Remarks on Mr. Weeksteed's Reply to Report on")	450	
Newbury	600	
Dorchester	600 (reprint)	
Elland-cum-Greetland	300 (reprint)	
Poulton-cum-Seacombe	600 (reprint)	
Bailden	600	
Dudley	600	
Little Hampton	600	
Barnsley	600	General Board of Health,
Yeovil	600	under the sanction of the
Wareham	600	Treasury.
Keswick	600	
Barton-upon-Irwell	600	
Ware	600 (reprint)	
Much Woolton	600	
Halstead	600	
Leicester (Main Sewerage of)	500	
Leicester (Letter from P. H. Holland, Esq. to W. Lee, Esq., on Sewerage of)	500	
Uxbridge (Boundary)	600	
Reading (Report on Burial-grounds)	600	
Clevedon	600	
Whippingham	600	
Dorchester (Report on Burial-grounds)	600	
Durham, City of (Letter to Board on Mr. Hawkley's Scheme for Main Sewerage)	600	
Batley	600	
Bangor (Boundaries)	600	
Heckmondwicke	600	
Alverstoke	600	
Shipley	600	
Barnard Castle (Public Works)	1,000	
King's Lynn (extract from Report)	100	
Shirley	600	
Ryde (Boundaries)	600	
Barnsley (Remarks on Resolutions of a Committee of Ratepayers)	8	
Swindon	600 (reprint)	
Redruth	600	
Bishop Auckland	600	
Accrington (Boundary)	600	
Ilminster	600	
Bromyard (the Advisability of Application of Public Health Act)	300	
King's Lynn	600 (reprint)	
Chorley	600	
Plymouth	600	

Appendix, No. 3.

Title of Reports, &c.	Number of Copies.	Authority for Printing.
Yeovil	600 (reprint)	General Board of Health, under the sanction of the Treasury.
Tamworth	600	
Idle	600	
Much Woolton (Boundaries)	600	
Street	600	
Haworth (Boundaries)	600	
Newton - (Ditto)	600	
Crumpsall	600	
Bishop's Auckland (Boundaries)	600	
Hexham	600	
Aberdare	600	
Eastwood	600	
Bridgnorth	600	
Heanor	600	
Hereford	600	
Basingstoke	600	
Garston	600	
Arnold	600	
Burton Extra and Hornington	600	
East Stonehouse	600	
Over Arwen	600	
Hanley and Shilton	600	

Stationery Office,
20 July 1854.

J. R. M^cCulloch,
Comptroller.

Sir,

Stationery Office, 13 May 1854.

I HAVE the honour to acknowledge receipt of your letter of yesterday desiring me to return to the Home Office the original MS. Report of the General Board of Health on the Administration of the Public Health Act, transmitted to me on 23d January last with the usual authority for printing; and with reference thereto, I beg to state for the information of the Right Honourable the Secretary of State for the Home Department,

That the original manuscript referred to was immediately, on the receipt of your letter of 23d January, transmitted by me to the Queen's printers; and on application to them, I have received the enclosed report by their manager, addressed to the Examiner of Printing in this office, from which it would appear that this manuscript is in the hands of the authorities at the Board of Health.

It was returned piecemeal to the Secretary of the Board of Health as the proofs were issued for his revision; and I beg to add that original manuscripts are never, under any circumstances, returned by the printers to this office.

I have, &c.
(signed) *J. R. M^cCulloch*,
Comptroller.

The Hon. Henry FitzRoy, M.P.
&c. &c. &c.

Sir,

Queen's Printing Office, 13 May 1854.

THE report to Lord Palmerston from the General Board of Health, alluded to in Mr. FitzRoy's letter of 12th inst., has been sent out from time to time to the Secretary of the Board of Health; the copy is with them.

Soon after I received the copy from you, Mr. Scott, the secretary, called upon me, with authority, and withdrew the copy. In a few days it was returned to me with a desire that proofs were to be sent to him at the Board of Health. I cannot recollect the authority he named, but I think it was the Board.

Since then the whole has undergone a variety of corrections and additions, too numerous to particularize.

I remain, &c.
(signed) *William Scott*,
Manager to the Queen's Printers.

W. Lawrence. Esq.

(Immediate.)

Sir, Whitehall, 15 May 1854.

I HAVE laid before Viscount Palmerston your letter of the 13th instant, and its enclosure, relative to the printing of the Report of the General Board of Health on the Administration of the Public Health Act, and I am to request that you will forthwith inform Lord Palmerston whether you have been in the habit of allowing the Queen's printer to substitute other copies of reports, and other public documents, for those authorised by the Secretary of State to be printed; and if not, that you will inform his Lordship by what authority, or upon what grounds, you have allowed the Queen's printer to do so in the instance of the Report of the General Board of Health.

I am, &c.
(signed) *Henry FitzRoy.*

The Comptroller of the Stationery Office.

Sir, Stationery Office, 15 May 1854.

I HAVE the honour to acknowledge the receipt of your letter of this date, in which you request me to state whether I "have been in the habit of allowing the Queen's printer to substitute other copies of reports, and other public documents, for those authorised by the Secretary of State to be printed; and if not, that you will inform his Lordship by what authority, or upon what grounds, you have allowed the Queen's printer to do so in the instance of the Report of the General Board of Health."

And with respect to these matters, I beg to state for the information of Viscount Palmerston,

1st, That I have not been in the habit of allowing, nor have I in any instance whatever allowed the Queen's printer, or any other printer, to make the smallest variation in the reports and papers sent to be printed; and if at any time the Queen's printer, or other printer, has made any change in any paper sent him to be printed, such change was not made by my order, or with my knowledge.

2d, With respect to the Report of the General Board of Health, all that I did was to transmit it, without even opening it, to the Queen's printers, with orders to them to print it.

I gave them no special instructions of any kind respecting it, and I never heard a word about the matter till I received your letter of the 12th instant. Lord Palmerston will therefore see that, if alterations have been made on the reports of the Board of Health, they were not made with my knowledge, and that I am in no manner of way cognisant of, or responsible for them.

I have, &c.
(signed) *J. R. M^cCulloch,*
Comptroller.

The Hon. Henry FitzRoy, M.P.
&c. &c. &c.

(Immediate.)

Sir, Whitehall, 16 May 1854.

I HAVE laid before Viscount Palmerston your letter of the 15th instant, in reply to mine of the same date, on the subject of the printing of the Report of the General Board of Health; and I am to request that you will inform his Lordship to whom the Queen's printer is responsible for printing the documents authorised by the Secretary of State to be printed.

I am, &c.
(signed) *Henry FitzRoy.*

The Comptroller of the Stationery Office,
&c. &c. &c.

Appendix, No. 3.

Sir, Stationery Office, 16 May 1854.

I HAVE the honour to acknowledge receipt of your letter of this date, in which you state that Viscount Palmerston requests me to inform him to whom the Queen's printer is responsible for printing the documents authorised by the Secretary of State to be printed; and with regard to this matter, I beg to state for Lord Palmerston's information,

That I consider that the Queen's printer is responsible to Secretaries of State and other authorised parties for the proper printing of such reports or papers as they may direct to be printed. All that I have to do in the matter is—

1st. To take care that the papers transmitted by me to the Queen's printers to be printed come from parties who, I am instructed by the Treasury, have power to order such work to be executed.

2d. To specify a reasonable time within which the work should be executed.

3d. To supply the paper required, &c.

4th. To see that the bill for printing is correctly made out at the contract rates.

I have nothing whatever to do with the correctness of the printing, and I do not remember an instance in which I ever read a line of a paper sent to me to be transmitted to a printer, till after it had been printed, distributed, and in the hands of the public.

I beg to enclose a copy of a letter I addressed to Messrs. Eyre & Spottiswoode, the Queen's printers, soon after the commencement of their present contract.

I have, &c.
(signed) *J. R. McCulloch*,
Comptroller.

The Hon. Henry FitzRoy, M.P.
&c. &c. &c.

Her Majesty's Stationery Office,
11 November 1852.

Gentlemen,

Though your manager, Mr. Scott, received verbal instructions regarding the rules to be observed by you before proceeding to print any reports or papers under your contract with this office, I think it better, to prevent any possibility of mistake for the future, that you should possess a written statement of the Treasury regulations on this subject. Their Lordships desire that you, as contractors, shall not commence the printing of any report or other paper for presentation to Parliament, or of any book or pamphlet for private or public circulation, without having previously received an order to print such report, paper, &c., signed by a Secretary or Under Secretary of State, or by one of the Secretaries to the Treasury, or by the Secretary or Under Secretary to the Admiralty, the War Office, the Privy Council Office, the Office of Works, the Office of the Chief Secretary for Ireland, or by the Comptroller of this office.

This regulation does not apply to the printing of the usual official documents or periodical works or returns; but it applies to every other report, paper, pamphlet, or book that may be sent to you.

On the receipt of an official order signed as described, you may commence the printing of the report, paper, or book to which it refers. But you must transmit the order to this office for registration within 24 hours after the receipt thereof; and all charges for the printing of reports, papers, &c., with the exceptions before stated, the orders for which have not been transmitted to this office, as herein directed, will be disallowed.

I am, &c.
(signed) *J. R. McCulloch*,
Comptroller.

Messrs. Eyre & Spottiswoode.

Appendix, No. 4.

Appendix, No. 4.

RETURN of the Number of SHEETS and WEIGHT of PARLIAMENTARY PAPERS, as contained in the Sessional Sets for the Years 1850 to 1854; distinguishing under separate Heads:—1. Public Bills. 2. Reports and Papers printed under the Order of The House of Commons. 3. Papers presented by Command of Her Majesty.

SESSION	1. PUBLIC BILLS.		2. REPORTS and PAPERS Printed by Order of The House of Commons.		3. PAPERS Presented by Command of HER MAJESTY.	
	Number of Sheets.	Weight.	Number of Sheets.	Weight.	Number of Sheets.	Weight.
		Cwt. *lbs.*		*Cwt.* *lbs.*		*Cwt.* *lbs.*
1850 - -	1,192	0 31	4,528	1 13	4,136	1 2
1851 - -	824	0 21	6,420	1 65	3,655	0 100
1852 - -	568	0 15	5,646	1 43	3,366	0 92
1852–53 - -	1,116	0 29	9,663	2 41	6,605	1 70
1854 - -	925	0 23	*5,527	1 41	†4,850	1 21

* This is a proximate Estimate, a few Papers being unpublished.
† So far as published.

House of Commons Printing Office,
February 1855.

Henry Hansard.

AN ACCOUNT of the Number of ARTICLES Printed by Order of The House of Commons in each of the Sessions 1850 to 1854, with the Number of Sheets, and Average Number of Copies printed (so far as applies to the Printer to The House of Commons).

SESSION	Number of Articles Printed.	Number of Sheets.	Average Number of Copies.
1850 - - - - -	516	4,528	1,059
1851 - - - - -	490	6,420	1,083
1852 - - - - -	430	5,646	1,073
1852–53 - - - -	749	9,663	1,127
1854 - - - - -	529	5,527	1,098

House of Commons Printing Office,
February 1855.

Henry Hansard.

Appendix, No. 4.

RETURN of a SCALE of the RATES of WAGES paid for COMPOSITION and PRESSWORK by the Printer to The House of Commons, and upon which the Printer's Mode of Calculation for his Per-centage Charges is based, compared with the Prices allowed for similar Work by the Contract Schedule.

RATES OF WAGES FOR COMPOSITION.

	1. Compositors' Wages by Trade Scale: Plain, at 6½d. per 1,000; Tabular, at 9¾d. per 1,000; Table, at 1s. 1d. per 1,000.	2. Readers' Wages, at 25 per Cent. on Composition.	3. TOTAL of Compositors' and Readers' Wages.	4. TOTAL allowed for Composing and Reading under Stationery Office Schedule, (as compared with Column 3).
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Pica plain, with side notes at 2s., as set up for Minutes of Evidence	– 12 –	– 3 –	– 15 –	– 12 –
Small Pica plain, with side notes at 2s.	– 15 –	– 3 9	– 18 9	– 15 –
Long Primer table, 42×86, with side notes at 2s.	1 13 6	– 8 4½	2 1 10½	1 14 –
*Long Primer table, 51×86	1 18 –	– 9 6	2 7 6	1 14 –
Brevier table, 52×105, with side notes at 2s.	2 9 6	– 12 4½	3 1 10½	2 11 –
*Brevier table, 62×105	2 16 6	– 14 1½	3 10 7½	2 11 –

* These two sizes of type, and width of page, form the bulk of Table-matter as printed for The House of Commons.

RATES OF WAGES FOR PRESSWORK.

NUMBER PRINTED.		Wages paid.	TOTAL allowed under Stationery Office Schedule.
		£. s. d.	£. s. d.
Double Foolscap	4 to 125	– 2 6	– 1 3
	126 to 250	– 2 6	– 2 6
	500	– 4 8	– 5 –
	1,000	– 8 8	– 9 6
	1,150	– 10 8	– 11 10½
	1,250	– 10 8	– 11 10½
Royal	1,000	– 10 –	– 9 6

House of Commons Printing Office, February 1855.

Henry Hansard.

A RETURN, showing the Total Amount paid or due to Mr. *Hansard* for PRINTING, &c., for The House of Commons for the Years 1850 to 1854, and the Amount of the ESTIMATES for Printing, Stationery, and Binding, presented to Parliament in each of the corresponding Years.

SESSION	Amount Paid or Due to Mr. Hansard.	Estimates for Printing, &c.
	£. s. d.	£. s. d.
1850 - - -	24,207 18 – ½	260,877 – –
1851 - - -	24,891 4 11	226,566 – –
1852 - - -	23,279 2 9 ½	216,509 – –
1852–53 - -	37,907 15 6 ½	216,420 – –
1854 - - -	*25,670 – –	255,560 – –

* This is a proximate Estimate, a few Papers being unpublished.

House of Commons Printing Office,
February 1855.

Henry Hansard.

AN ACCOUNT, showing the TOTAL SAVING by PRINTING in ABSTRACT FORM, to the End of Session 1854.

	£. s. d.
To the End of Session 1845 - - -	7,100 – –
Ditto - - ditto 1846–47 - -	12,854 8 2 ½
Ditto - - ditto 1848 - - -	9,245 2 7
Ditto - - ditto 1849 - - -	4,143 12 3
Ditto - - ditto 1850 - - -	5,062 14 11 ½
Ditto - - ditto 1851–52 - -	8,174 12 5 ½
Ditto - - ditto 1852–53 - -	3,717 3 2
Ditto - - ditto 1854 - - -	4,001 7 7
TOTAL SAVING - - - £.	54,299 1 2 ½

House of Commons Printing Office,
February 1855.

Henry Hansard.

A RETURN, showing the Number of PAPERS Ordered by The House of Commons to be Printed, in the Years 1848 and 1854, of which 1,000, 1,150, and 1,250 Copies were Printed respectively.

YEAR	NUMBER OF PAPERS PRINTED.		
	1,000 Copies.	1,150 Copies.	1,250 Copies.
1848 - -	344	92	79
1854 - -	330	105	66

House of Commons Printing Office,
February 1855.

Henry Hansard.

Appendix, No. 4.

A RETURN of the Cost of Binding the Sets of Parliamentary Papers, in each Year from 1844 to 1854; and showing the Saving (if any) effected by the Reduction in the Number of Bound Sets from the Year 1847 to 1854.

			£.	s.	d.
Session 1844	51 vols.	29 Sets bound	523	7	4
„ 1845	52 vols.	28 Sets „	527	18	2
„ 1846	59 vols.	28 Sets „	598	19	5½
„ 1847	72 vols.	21 Sets „	543	16	9
„ 1847–48	75 vols.	21 Sets „	568	11	3
„ 1849	60 vols.	21 Sets „	454	17	–
„ 1850	57 vols.	19 Sets „	390	11	4
„ 1851	65 vols.	19 Sets „	443	3	1
„ 1852	58 vols.	19 Sets „	395	18	8½
„ 1852–53	109 vols.	19 Sets „	755	3	4
„ 1854	77 vols.	19 Sets „	525	7	8

SAVING EFFECTED BY THE REDUCTION IN THE NUMBER OF BOUND SETS.

	£.	s.	d.
In 1847	181	5	7
1847–48	320	15	5
1849	256	12	4
1850	334	17	6
1851	381	17	6
1852	340	15	–
1852–53	640	7	6
1854	479	19	3
Eight Years	2,936	10	1
Per Year £.	367	1	3

House of Commons Printing Office,
February 1855.

Henry Hansard.

Appendix, No. 5.

OFFICIAL COMMUNICATION from the Right Honourable THE SPEAKER to the PRINTERS of THE HOUSE OF COMMONS, informing them of the Reduction in the PER-CENTAGE CHARGES, and their REPLIES thereto. Appendix, No. 5.

25, Parliament-street,
10 April 1850.

Sir,

IN obedience to your Honour's instructions communicated by Mr. Vardon, we have reconsidered the grounds of our charges for Printing the Votes and Proceedings of the House of Commons.

We feel it unnecessary to remind your Honour of the peculiar circumstances under which this service is carried on, the work being entirely different from the Printing of ordinary Books or Reports, from the way in which the Manuscript is necessarily supplied, in detached and irregular portions, almost entirely during the night, and to be completed with great care and accuracy, within a stated hour, in the nature of a morning Newspaper.

Also that the Establishment engaged in this service is required only for about half the year, and that our Printing Office was removed to the immediate vicinity of The House for the purpose of producing the Votes and Proceedings with due despatch.

These considerations have hitherto had their weight in assigning the rate of remuneration to which the Printers were entitled; but being desirous to submit to any practicable measures of economy, rather than relinquish the business in which we have been so long employed, and on the continuance of which we mainly depend, we beg to express our willingness to consent to the following Reductions:—

In the Printing the Votes, &c., of the present Session, to reduce the Profit charged on Composition and Reading by 10 per cent.; viz., from 50 to 40 per cent.; and in the next and future Sessions to make a further Reduction of 10 per cent.,—viz., by charging a Profit of only 30 per cent. instead of 50, as heretofore.

In the hope that these Proposals will meet the requirements made upon us, and will be sanctioned by your Honour's approval,

We beg to subscribe ourselves, Sir,

Your dutiful humble Servants,

Nichols & Son.

To the Right Honourable
The Speaker of the House of Commons.

25, Parliament-street,
4 May 1850.

Sir,

WE are compelled again to intrude on your Honour's attention with respect to our Charges for Printing the Votes and Proceedings of the House of Commons, in consequence of having received from the Secretary of the Treasury a copy of a Minute of the Lords Commissioners, made on the 29th April last, conveying instructions to Her Majesty's Stationery Office, that all accounts in future rendered by Messrs. Nichols should be formed upon a reduction of 30 per cent. on the Composition and Reading. Extract from Treasury Letter, page 168.

We have received this intimation with much surprise and disappointment, having previously been induced to conclude that the communications which we have held, during the early part of this Session, by your Honour's desire, with Mr. Vardon, had been considered by your Honour as meeting in a satisfactory manner the reductions required.

It is unnecessary for us to represent to your Honour that by a Sessional Order the House of Commons directs its Votes and Proceedings, "being first perused by The Speaker," to be printed exclusively by whomsoever he shall appoint; that it is requisite that they should

Appendix, No. 5.

be produced with the like despatch which attends a daily newspaper, and, at the same time, with the accuracy indispensable in an official document which (as described by the late Mr. Rickman, in a paper furnished to the Right Honourable The Speaker, in the year 1832,) is "second in importance only to Acts of Parliament."

Second Report on Printed Papers, (392) 1835.

We will not trouble your Honour with the detail of the several communications with the Lords Commissioners of the Treasury and the Stationery Office, which took place relative to this service in the years 1832 and 1833. Their result is stated in the Second Report of the Select Committee on Printed Papers, made in 1835, in which (at page xvii.) is this passage: "A reduction to a considerable amount has been made in the charge for Printing the Votes, and the prices now charged are considered reasonable by the Stationery Office."

To those prices we have since adhered, and our annual accounts, after having received the sanction of The Speaker, have been regularly submitted to the examination of the Stationery Office, and have always satisfactorily passed that examination.

It was not until some weeks of the present Session of Parliament had elapsed that we received intimation that the charges for printing the Votes and Proceedings, together with other Public and Parliamentary Printing, were again under consideration, with a view to further reductions. We then had several communications on the subject with Mr. Vardon, by your Honour's desire, and the result was conveyed in our Letter to your Honour of the 10th April, in which we stated, that, in consideration of the general reductions effected in other branches of the Printing Business, and the demands of the times for universal public economy, we should feel it expedient to submit to a reduction to 40 instead of 50 per cent. on the Composition and Reading for work done in the present Session, and to a further similar reduction for work done in the next ensuing and future Sessions, making a profit of only 30 per cent. upon those items, instead of 50 as heretofore.

In the Minute of the Lords Commissioners of the Treasury, dated the 29th of April last, of which we have received a copy from Mr. Trevelyan, we are now required to make an immediate reduction of 30 per cent., in conformity with reductions made in certain other departments of Public Printing. Such a reduction, we respectfully submit, is not consistent with the peculiar services required in printing the Votes and Proceedings of the House of Commons; and, under the present circumstances, we beg permission again to represent to your Honour the duties required of us in preparing the Votes and Proceedings for delivery, which takes place daily, within a few hours after the termination of every Sitting of The House. In order to conduct this business with due effect, the Printers, in the year 1819, removed their Office to the vicinity of the Houses of Parliament, that they might be in constant and immediate communication with the Clerks of the Journal Office employed in the nightly compilation of the Votes, and that, after its completion, no time should be lost in striking off the impression required. We beg also to represent to your Honour, that, besides proximity of situation, the employment of experienced workmen is indispensable. Those who are now engaged have performed the work for many years. During the progress of the business of The House, the manuscript copy is sent piecemeal to the Printers, as the Clerks of the Journal Office are enabled to supply it; and at the rising of The House, when a considerable portion of what constitutes the substance of each Vote has accrued during the last few minutes of its sitting (after the termination of the evening's debate), the arrangement and accuracy of the whole, usually at an advanced hour of the night, is mainly dependent upon the intelligence and the care with which the instructions of the Clerks are carried into effect by the Superintendent of the Printing and the Compositors employed under his direction.

These objects the Printers have now for many years been able satisfactorily to accomplish; and they presume they cannot be mistaken in attributing the success of their efforts to the experience and acquaintance of the parties employed with the numberless minute details upon which their effectual performance depends.

With these humble representations, we appeal to your Honour's protection, and express our confident hope, that the arrangement submitted to your Honour through Mr. Vardon will be adhered to, and be deemed satisfactory by The House and by The Treasury.

We are, Sir,

Your Honour's faithful and obedient Servants,

Nichols & Son.

To the Right Hon. The Speaker.

Appendix, No. 5.

House of Commons Printing Office,
October 1849.

Sir,

THE suggestions communicated to me by you, by The Speaker's directions, for regulating the future Charges for Printing for The House of Commons, in conformity to the views of The Speaker and the Printing Committee, and effecting a reduction in the amount, being as follows:

"That the present per-centage of 50 per cent. on the payments for Composition "and Reading should be gradually reduced to 30 per cent.; 40 per cent. only to be "charged for the Session 1850, and the reduced amount of 30 per cent. for the Session "1851:"

having had my anxious consideration, I have to signify my acquiescence therein, notwithstanding the reduction will very seriously diminish the amount of my remuneration.

I am, Sir,
Your obedient Servant,
Henry Hansard.

Thomas Vardon, Esq.,
&c. &c. &c.

House of Commons Printing Office,
8 May 1850.

Sir,

HEREWITH I beg to hand you a Letter I have received from the Comptroller of the Stationery Office, dated the 30th April last, with the subjoined copy of a Treasury Minute, dated the preceding day, intimating that all my future bills for Printing for The House of Commons, beginning with the Session 1849, are to be paid, until further directions, at the same rates as those now allowed to Messrs. Eyre & Spottiswoode, the Printers to The House of Lords.

Extract from Treasury Letter, page 168.

The Minute has taken me very much by surprise, having had no previous communication with the Treasury or Stationery Office on the subject, and being in hopes that my acquiescence in the views entertained by the Printing Committee of last Session would have been deemed satisfactory. The prospective reductions there proposed will very much diminish my profits, and the application of them to the work already done for the Session 1849 was certainly not contemplated by me.

The rates allowed to Messrs. Eyre & Spottiswoode are not officially stated, but I understand them to be below the ultimate reduction proposed in the Printing Committee of last year; and it will be observed that the Minute gives them a retrospective effect upon my bills for work previously performed. I trust I may be allowed to point out the oppressive and unjust effect which such a retrospective operation must have upon me. One object for praying that any reduction should be gradual, viz., to enable me, by revising the arrangements of my Establishments, to meet the result with as little loss as practicable, would be entirely frustrated, and to enforce the reduction in payment for services already performed would be contrary to precedent. The alteration proposed by the Treasury Minute is understood to affect the charge of 50 per cent. hitherto allowed to the Printer of The House, in addition to his payments for wages to the workmen for Composition and Reading; this charge is a mode of paying the Master Printer for his outlay in conducting the Printing Business, beyond the wages of labour, and it is intended to remunerate him for the cost and wear and tear of machinery and material, the rent, rates, and taxes of his Printing Offices, the salaries of his overseers and clerks, and incidental expenses, and for his own skill and care in superintending the business. It has often been under consideration, and was fixed at the present rate of 50 per cent. many years since. The Printing being confined to the Session of Parliament, the material and staff must be kept together at a great cost, and, for the most part, at unremunerative outlay during Recess. The most prompt attention and continued exertions, and the most ample means of execution, are required to enable the Printer to supply the printed Evidence taken before Committees on one day for the use of the Committee on the following day or next sitting; and for the night-work, and additional expense in extra charges, lighting, waste, &c., which the urgency of this work entails on the Printer, no charge is made or allowed in his account.

With the view, however, of meeting the general wish for reduced expenditure in all departments, it was proposed last year, when the subject was under consideration by the Printing Committee, that the charge should be gradually reduced to 30 per cent.; the first reduction of 10 per cent. to begin in the Session 1850; and in this reduction, you are aware, Sir, that I acquiesced; and I did so in the hope that this plan would enable me to accommodate the arrangements in my Printing Offices to meet it satisfactorily, without impairing the efficiency of my Establishment. You well know that this Establishment is the growth of nearly a century, during which the fortunes and the industry of the various members of my family who have been honoured with the confidence of The House have been devoted, to bring it into its present state; and also that, relying upon the justice of The House, which they ever experienced, I have lately made arrangements of serious pecuniary importance to take up the interests of the retiring members of the family in the Business.

Report on Printing, (447) 1850.

I am,

Appendix, No. 5.

I am, however, aware that personal considerations cannot have much influence in questions of public expenditure, beyond securing to a long-tried Establishment that reasonable remuneration which the services actually performed may fairly command, and avoiding its abandonment for the employment of speculative Contractors, simply on the ground of the lowest Tender.

I would draw your attention to the fact, that the conduct of The House of Commons' Printing is necessarily different from that of any other Establishment, requiring arrangement and skill to effect this despatch, which is its essential feature, and that what might be assented to by Messrs. Eyre & Spottiswoode as a remuneration for a comparatively small portion of the Parliamentary Printing conducted in connexion with a Patent Office of very extensive business, may prove totally insufficient for an Establishment undertaking the extensive works entrusted to my Office, and which is consequently almost wholly devoted to this business.

I trust, therefore, that some communication may be made to the Lords of Her Majesty's Treasury relative to the arrangements concluded in the Printing Committee of last year, by which those arrangements may be carried into effect.

I am, Sir,

Your obedient Servant,

Henry Hansard.

Thomas Vardon, Esq.
&c. &c. &c.

EXTRACT from TREASURY LETTER, dated 29th April 1850.

"I AM commanded by their Lordships to desire that you will pay Messrs. Hansard's "Bill for Printing, &c. for the House of Commons, during the Session of 1848, at the "Rates previously allowed."

"I am further desired by their Lordships to state, that all future Bills of Messrs. "Hansard's, beginning with the Session of 1849, and all Bills hereafter rendered by "Messrs. Nichols, the Printers of the Votes and Proceedings of the House of Commons, "are to be paid, until further directions, at the same Rates as those allowed to Messrs. "Eyre & Spottiswoode, the Printers for the House of Lords."

(signed) *C. E. Trevelyan.*

House of Commons Printing Office,
6th June 1853.

Sir,

IN reply to the observations you did me the honour to address me lately upon the subject of the arrangements under which I have executed the Printing of the House of Commons since the year 1850, I would beg to observe, that it appears to me that the circumstances which induced the Printing Committee of that year to adopt the present system have been, of late, either lost sight of or forgotten. The principles which guided the Committee were based upon several considerations connected with the peculiar nature of the duties of the person entrusted with the Printing of the House, and upon technical details of the working of Establishments of the nature required for the proper execution of the work. A clear understanding of those considerations is, therefore, necessary in forming an opinion upon the subject of your communication; and I have ventured to submit them again to you as succinctly as possible, in order that you may be enabled to ascertain the real bearings of the questions which have lately been raised.

These questions, in substance, are—1st. Why the Parliamentary Printers should be placed on a different footing from the Contract Printers? 2d. If it be determined that a difference be made, why should not the prices for the work be calculated at a sum of from 5 to 7½ per cent. on the scale of fixed charges?

Now I beg to submit, that the principles implied in those questions are not applicable to the case of the Printing for the House of Commons—for it is to be observed, that in ordinary Contract Printing, it is possible to arrange the operations of a large establishment in such a manner as to avoid the necessity for keeping an expensive staff, large premises, and costly machinery in comparative unproductiveness during one part of the year, in order to have them at command during the other. Such, however, is not the case with the House of Commons Printer. During the Session of Parliament, he must, and in fact does, render every description of private work subordinate to that of the House, to ensure the despatch and correctness essential for the production of documents of such importance. He must have a staff of Overseers, Readers, and Compositors, accustomed to the particular class of work required; they must be confidential men, willing to labour night and day, if necessary, during one half the year,—and such qualifications and sacrifices can only be obtained by retaining their services under liberal terms of remuneration. A large and expensive stock of a particular description of type and material is required, which is seldom used for ordinary printing. It thus happens that as the publishing trade is most active during the Session, the Printer for the House of Commons is obliged to keep up his staff in comparative inaction during the Recess, and he is obliged to sink a large capital in a plant which is fully productive only during the Session.

The

The Select Committee of 1850 distinctly recognised these considerations; for, in their Report of 13th June, they used the following words:— Report on Printing, (447) 1850.

"Your Committee have fully considered the variable nature of the duties, the pressure of printing during the Session, entailing night-work to a great extent, and the absence of employment during the Recess, and have kept in view the motives which governed the decisions of former Committees on the same subject, viz., the reasonable claims of the Printers, whose firms have, for a period of a century, conducted the arduous work entrusted to them—(much of a most confidential nature)—to the entire satisfaction of the House; and, upon a review of the whole subject."

And I would beg to be allowed to state, as a practical confirmation of the observations so made, that the amount of Type exclusively devoted to the printing for the House of Commons, in my establishment, I estimate to be not less than 500,000 lbs., of which more than one-half on the average is constantly in chase throughout the Session. The extra cost of wages paid for night-work, and the incidental expenses necessarily entailed by the nature of such work, has in most years amounted to so large a sum as to materially affect the profits of the business. (A.)

It must also be considered that the Printer is held responsible for the secrecy of the Evidence, Reports, and Documents which are entrusted to his charge; and that for these reasons he has ever been placed on the footing of an Officer of The House, under the direct control of The Speaker.

The nature of Parliamentary Printing differs from that of ordinary printing also in this, that its amount varies from day to day, whilst the time allowed for delivery is constant; and it must be evident to every one accustomed to commercial operations, that such irregularities entail an increased cost over that which would arise if the amount of daily work could be regulated so as to be substantially equal. The time allowed for printing the Evidence taken before Committees is (although extremely limited) sufficient, by great and continuous exertion, to effect the delivery on the second morning from the sitting of the Committee, and, consequently, the morning following the receipt of the MS. But, Sir, it must come within your knowledge, that the constantly increasing tendency of Parliamentary business is to demand a more rapid delivery of documents, and that, even in some recent cases, the Evidence taken before Committees on one day, the Copy being fowarded to the Printer at midnight, has been printed and delivered the following morning, whilst the extra expense so incurred by the Printer for over-time and night-work is neither charged nor acknowledged in the Printing Account. As an illustration of this, I have taken the liberty to append a Return of certain Committees of the House sitting in 1852. Even the ordinary business of the House is, to a great extent, of the nature generally admitted to be entitled to an extra amount of remuneration; whilst the tendency above alluded to is unquestionably to render it more and more so. (B.) (C.)

The Printing Committee of 1850 took these circumstances into mature consideration when they fixed the scale of charges for the work required by the House of Commons; and the confidential nature and great importance of the duties of their Printer were also taken into account. The efficient discharge of those duties is of at least equal importance with the price at which they are performed, and in every case promptitude and correctness of execution can only be obtained by an outlay which must be taken into account if a judgment is to be formed upon the value of the work.

I can therefore only again urge most respectfully upon your consideration what I have said above in other words, viz. that the House of Commons Printing *does* differ from ordinary Contract Printing; and that, therefore, the Parliamentary Printers ought to be continued on a different footing to the Contract Printers. With respect to the second question, I would observe that the regulations of the Printing Committee of 1850 appear to me to have been such as to ensure the performance of the highly responsible duties of the Printer to the House of Commons with due regard to the economical expenditure of the public money.

These regulations were made in consequence of the Printer's charges having been brought before the attention of the Committee by the Report of the Miscellaneous Estimates Committee of 1848. It was then considered that the settlement of 1832 might fairly be revised, because a great change had taken place in the general prices of the trade during the period elapsed between 1832 and 1850; and that the reduction then proposed should be gradually applied. The terms of the Resolution were—

"*Resolve*,—That Messrs. Hansard and Messrs. Nichols, the respective Printers of the Journals and other Papers, and of the Votes and Proceedings, shall reduce the profit charged on Composition and Reading from 50 per cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year 1851; (thus reducing the profit of the Printers, on Work performed by Order of the House, 20 per cent. in the course of the present and succeeding year), subject to any revision that may be considered necessary after that period."

Appendix, No. 5.

See Extract of Treasury Letter, 29 April 1850, p. 168.

It was also stated, that when any such further reduction should be deemed advisable by the Committee, it should be of a nature to place the House of Commons Printers' per-centage charges on the same footing as those of the House of Lords Printer (the charges of the latter having been regulated in accordance with an understanding between the Authorities of the House of Lords and the Treasury); and an assurance was conveyed to me that on such reduction taking place, I might consider myself secure for some years to come from further agitation of the question—such an assurance being necessary where the constant outlay for type and matériel in large quantities, to meet the demand for rapid execution of work, renders certainty the only guarantee against ruinous loss, by unforeseen and unexpected changes.

Respectfully submitting this to your consideration,
I have the honour to be, Sir,
Your most obedient and humble Servant,

To the Right Honourable
The Speaker of The House of Commons.

Henry Hansard.

(A.)

ESTIMATED RETURN of TYPE devoted to HOUSE OF COMMONS PRINTING; showing the Amount in Chase, and that floating for the Current Work.

	Lbs.
Type in Chase, consisting of Pica, Small Pica, Long Primer, Bourgeois, Brevier and Nonpareil - - 3,124 Sheets - - - - - -	216,306
Floating Type - - - - - - - - - - -	283,918
	500,224

N. B.—The above is entirely appropriated to the House of Commons Printing.

House of Commons Printing Office,
6 June 1853.

Henry Hansard.

(B.)

MINUTES of EVIDENCE of SELECT COMMITTEES (1853) circulated to the Members on the following Morning after receipt of the MS., the same being delivered to the Printer at Midnight.

	MS. Folios.	No. of Pages when Printed.	Evidence of	When circulated to Committee.
Derby Election - - -	306	32	15th December	16th December.
Norwich Election - -	318	36	14th March -	15th March.
Dockyard Appointments -	293	34	29th April -	1st May (Sunday.)
Ditto - - - -	376	38	11th May -	12th May.
Berwick-upon-Tweed - -	336	44	3d June -	4th June.

House of Commons Printing Office,
6 June 1853.

Henry Hansard.

(C.)

A RETURN of certain COMMITTEES of the HOUSE of COMMONS (Session 1852), showing the Names of each Committee, the Days of Sitting, the Number of Folios in MS. of the Evidence taken, and the Quantity in Pages, when printed; the same being received on the one Day by the Printer, and circulated to the Committee on the following Morning.

[*N. B.*—This Return does not include various Papers often required on the same Days as the Evidence.]

	Folios of MS.	Making, when Printed,
		Pages.
March 26:		
Customs - - -	1,024	160
Ventilation - - -		
Postage Labels - -		
Outrages (Ireland) - -		
Preserved Meats - -		
March 29:		
Ventilation - - -	867	138
Law of Mortmain - -		
Income Tax - - -		
Customs - - -		
Postage Labels - -		
March 30:		
Ventilation - - -	995	136
Outrages (Ireland) - -		
Pharmacy Bill - -		
Postage Labels - -		
Preserved Meats - -		
April 2:		
Pharmacy Bill - -	1,610	224
Preserved Meats - -		
Outrages (Ireland) - -		
Postage Labels - -		
Ventilation - - -		
Customs - - -		
April 22:		
Law of Mortmain - -	1,119	172
Manchester and Salford -		
Pharmacy Bill - -		
Wine Duties - - -		
Income Tax - - -		
Ventilation - - -		
April 26:		
Income Tax - - -	1,250	174
Customs - - - -		
Pharmacy Bill - -		
Wine Duties - - -		
Ventilation - - -		
April 29:		
Income Tax - - -	1,831	248
Law of Mortmain - -		
Manchester and Salford -		
Outrages (Ireland) - -		
Pharmacy Bill - -		
Wine Duties - - -		
Ventilation (2) - -		

	Folios of MS.	Making, when Printed,
		Pages.
May 3:		
Income Tax - - -	1,034	156
Customs - - -		
Manchester and Salford -		
Wine Duties - - -		
Outrages (Ireland) -		
May 10:		
Outrages (Ireland) -	966	152
Wine Duties - - -		
Ventilation - - -		
Manchester and Salford -		
Customs - - -		
Income Tax - - -		
May 14:		
Criminal, &c. Children -	1,251	178
Indian Territories - -		
Friendly Societies - -		
Customs - - -		
Wine Duties - -		
Outrages (Ireland) -		
May 17:		
Wine Duties - - -	929	138
Income Tax - - -		
Customs - - -		
Manchester and Salford -		
May 18:		
Indian Territories - -	774	106
Outrages (Ireland) -		
Friendly Societies - -		
Criminal, &c. Children -		
May 21:		
Criminal, &c. - -	1,202	170
Friendly Societies - -		
Customs - - -		
Wine Duties - - -		
Indian Territories - -		
Wine Duties (2) - -		
May 24:		
Customs - - -	817	166
Manchester and Salford -		
Income Tax - - -		
Wine Duties - -		

House of Commons Printing Office,
6 June 1853.

Henry Hansard.

Appendix, No. 5.

Library, House of Commons,
15 June 1853.

Sir,

In 1850 it was resolved by the Printing Committee to reduce the profit charged on Composition and Reading, from 50 to 40 per cent. in 1850, and to 30 per cent. for 1851.

The Committee have determined that a further reduction of 10 per cent. is to be made on the same charges, commencing with the Session 1854.

In making these regulations for the future, it is considered by The Speaker, after consultation with the Treasury, that the settlement is final, and this assurance is due to your statement of the difficulty of carrying on so responsible a business in perpetual uncertainty.

I am, Sir,
Your obedient Servant,
Thomas Vardon.

Henry Hansard, Esq.

House of Commons Printing Office,
16 June 1853.

Sir,

I have to acknowledge the receipt of your communication of yesterday's date, informing me that the Printing Committee have resolved that a further reduction of 10 per cent. should be made on my per-centage charges for Composition and Reading, in continuance of the revision of the Printing Charges by the Committee of 1850, such further reduction to take effect in Session 1854, thus effecting a diminution in these charges of 30 per cent. in the course of four years. Although this change will most materially affect the profits of my business (that business being necessarily almost wholly confined to the House of Commons Printing), yet, Sir, I am prepared to accept the Resolution of the Committee, and to effect the Printing for The House with the same acknowledged correctness and expedition as heretofore; I have also to request that you will lay before The Speaker this expression of my gratitude, that he has given a favourable consideration to my statement of the difficulty under which I labour in carrying on so responsible a business, and in meeting with confidence the yearly increasing urgency of the public business by the annual recurrence of an agitation for the reduction of prices; and has determined that this present reduction, now resolved on by the Committee, and thus acquiesced in by the Printer, shall be considered as a final settlement of the question.

I am, Sir,
Yours faithfully,
Henry Hansard.

Thomas Vardon, Esq.

House of Commons,
June 1853.

Sir,

I am desired by The Speaker to inform you, in answer to your Letter of the 16th June, that a copy of the correspondence relating to the Printers' charges for the House of Commons has been laid before the Treasury, and that the substance of the arrangement entered into is acquiesced in by Sir Charles Trevelyan.

Letter to Sir C. E. Trevelyan, K. C. B., page 173.

The explanation of the words used as to "final arrangement" is to be interpreted to mean, for a term of years, and to place you on the same footing as regards the present agreement, and as binding only, as the settlement of 1832.

With this explanation you may consider the charges as settled according to the terms expressed in my Letter, and acknowledged in your Answer.

I am, Sir,
Your obedient Servant,
Thomas Vardon.

Henry Hansard, Esq.

Library, House of Commons,
15 June 1853.

Sirs,

In 1850 it was resolved by the Printing Committee to reduce the profit charged on Composition and Reading from 50 to 40 per cent. in 1850, and to 30 per cent. for 1851.

The Committee have determined that a further reduction of 10 per cent. is to be made on the same charges, commencing with the Session 1854.

In making these regulations for the future, it is considered by The Speaker, after consultation with the Treasury, that the settlement is final, and that this assurance is due to your statement of the difficulty of carrying on so responsible a business in perpetual uncertainty.

I am, Sirs,
Yours truly,
Thomas Vardon.

Messrs. Nichols.

25, Parliament-street,
15 June 1853.

Sir,

We beg the favour of you to communicate to his Honour The Speaker, with our best respects, that we shall consider it our duty to comply with his Orders with respect to our charge for Printing the Votes and Proceedings for the Session 1854.

We are, Sir, &c.

Thomas Vardon, Esq. *J. B. Nichols & Sons.*

House of Commons,
June 1853.

Gentlemen,

I am desired by The Speaker to inform you, in answer to your Letter of the 15th June, that a copy of the Correspondence relating to the Printers' charges for the House of Commons has been laid before the Treasury, and that the substance of the arrangement entered into is acquiesced in by Sir Charles Trevelyan.

The explanation of the words used as to "final arrangement" is to be interpreted to mean, for a term of years, and to place you on the same footing as regards the present agreement, and as binding only, as the settlement of 1832.

With this explanation you may consider the charges as settled according to the terms expressed in my Letter, and acknowledged in your answer.

I am, &c.

Thomas Vardon.

Messrs. Nichols & Sons.

Library, House of Commons,
21 June 1853.

Dear Sir Charles,

The Speaker has authorised me to inform you of the arrangements which have been made for the future charges of the Printers of the House of Commons, Messrs. Hansard and Messrs. Nichols.

In the year 1850 the Printing Committee resolved, "That Messrs. Hansard and Messrs. "Nichols, the respective Printers of the Journals and other Papers, and of the Votes and "Proceedings, shall reduce the profit charged on Composition and Reading from 50 per "cent. to 40 per cent. for the year 1850, and from 40 per cent. to 30 per cent. for the year "1851 (thus reducing the profit of the Printers on work performed by Order of The House "20 per cent. in the course of the present and succeeding year), subject to any revision "that may be considered necessary after that period." In accordance with the view then taken by the Committee, that the settlement was to be subject to revision, a further reduction, to commence with the Session of 1854, has been determined on; this alteration will place the Printers of the House of Commons on the same footing as the arrangement made between Mr. Lefevre and the Queen's Printers, for work executed for the House of Lords, and submitted to the Printing Committee by the Treasury.

In enforcing these changes, the acquiescence of the Printers has been met with an assurance that the present arrangement is permanent—to endure for some years to come—as the expenses of such Establishments demand that there should be some certainty, to enable the Printers to meet the large quantity of type, and the sessional labour necessary to conduct the business satisfactorily and efficiently.

Copies of the Answer of the Printers to the Proposal of the Speaker are herewith enclosed.

I am, &c.

Sir Charles Trevelyan, K. C. B. *Thomas Vardon.*

Mem.—

The arrangement thus made by The Speaker with the Printers acquiesced in by Sir Charles Trevelyan this day.

22 June 1853. *T. V.*

Appendix, No. 5.

Sir, 5 March 1855.

We beg most respectfully to call your attention to the subject of the Printing Charges for the House of Commons. A Select Committee, as your Honour is aware, is now sitting "to consider the cheapest, most expeditious, and most efficient mode of providing for the "Printing required for the Houses of Parliament and the Public Service;" and we understand that evidence has recently been given before that Committee by the Comptroller of Her Majesty's Stationery Office, in which he disputes the equity of the terms under which we at present execute the printing for this House; and he recommends such alterations as would completely annul the arrangement of charges to which we consented in 1853, in accordance with your Honour's suggestion, and with the acquiescence of Her Majesty's Treasury.

Your Honour will recollect that we have recently submitted to three successive reductions, amounting in the whole to 30 per cent. upon Composition and Reading, which form, by far, the largest proportion of our printing charges; and that the last reduction in 1853 was made upon the express understanding that the arrangement should be considered final; that is, that it should not be disturbed for a term of years.

Having so recently made these sacrifices, and having received the accompanying assurance of the intended continuance of the arrangement, we beg to represent to your Honour how prejudicial and unjust to the printers is a renewed attack upon their charges, when no material lapse of time has hitherto taken place, and no change of circumstances has occured, except such an increased dearness of many materials of their trade, and of the general necessaries of life, as is sensibly to the disadvantage both of the workmen and their masters.

We therefore take the liberty to solicit your Honour's attention to this subject. We enclose the Report of the Committee of 1850, and the subsequent communications with your Honour thereon; and we humbly beg that your Honour will take such measures as you may deem fit, to bring these facts before the attention of the Select Committee.

We have the honour to be,

Sir,

Your most obedient and faithful Servants,

(signed) *Henry Hansard.*

J. B. Nichols & Sons.

To the Right Honourable The Speaker,
&c. &c.

Appendix, No. 6.

ACCOUNT of Sums paid for Printing, Lithography, and Binding, and also for Paper, in execution of Orders by the House of Commons, distinguishing the Amount in each Year, under separate Heads:—1. Journals; 2. Votes; 3. Bills, Reports, Accounts, and Papers (in continuation of Appendix 5, Session No. 710, 1848), in each Year, 1846 to 1853 inclusive.

Year.	1. Journals.			2. Votes.			3. Bills, Reports, Accounts, and Papers.			TOTAL.		
	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1846	2,912 4 –	639 5 2	3,551 9 2	8,517 3 8	2,952 11 10	11,469 15 6	27,105 3 10	6,699 9 6	33,804 13 4	38,514 11 6	10,291 6 6	48,825 18 –
1847	2,482 4 7	488 4 11	2,970 9 6	7,045 5 5	2,359 8 10	9,404 14 3	29,807 – 11	8,853 9 1	38,660 10 –	39,334 10 11	11,701 2 10	51,035 13 9
1848	2,453 13 2	510 5 4	2,963 18 6	7,045 11 10	2,226 16 7	9,272 8 5	35,455 – 8	8,848 16 1	44,303 16 9	44,954 5 8	11,585 18 –	56,540 3 8
1849	1,920 3 5	556 13 1	2,476 16 6	5,501 12 9	1,737 17 9	7,239 10 6	26,394 17 10	7,761 11 1	34,156 8 11	33,816 14 –	10,056 1 11	43,872 15 11
1850	1,987 5 –	333 1 10	2,320 6 10	6,732 16 8	2,065 1 1	8,797 17 9	24,907 14 5	7,291 15 6	32,199 9 11	33,627 16 1	9,689 18 5	43,317 14 6
1851	1,708 11 9	850 14 4	2,559 6 1	5,638 13 7	1,783 11 11	7,422 5 6	25,166 12 8	6,096 12 3	31,263 4 11	32,513 18 –	8,730 18 6	41,244 16 6
1852	1,486 8 9	209 11 10	1,696 – 7	4,259 3 11	1,220 17 3	5,480 1 2	23,384 6 8	7,085 9 7	30,469 16 3	29,129 19 4	8,515 18 8	37,645 18 –
1853	2,050 15 6	406 2 11	2,456 18 5	8,562 13 9	2,564 13 9	11,127 7 6	38,751 1 6	13,604 14 9	52,355 16 3	49,364 10 9	16,575 11 5	65,940 2 2

N. B.—The above Return is inclusive of the cost of binding and warehouse expenses.

Her Majesty's Stationery Office,
7 March 1855.

J. R. M'Culloch, Comptroller.

ACCOUNT of Sums paid for Printing, Lithography, and Binding, and also for Paper, in execution of Orders by the House of Lords, in each Year, 1846 to 1853, inclusive, distinguishing the Amount in each Year under separate Heads:—1. Journals; 2. Minutes; 3. Bills and Reports, and Accounts and Papers.

Year.	1. Journals.			2. Minutes.			3. Bills, Reports, Accounts, and Papers.			TOTAL.		
	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.	Printing, &c.	Paper.	Total.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1846	1,296 19 1	552 8 6	1,849 7 7	1,177 19 3	238 13 9	1,416 13 –	9,118 16 8	2,254 12 4	11,373 9 –	11,593 15 –	3,045 14 7	14,639 9 7
1847	1,528 4 10	454 3 10	1,982 8 8	844 19 –	150 16 –	995 15 –	8,294 – 8	1,904 9 9	10,198 10 5	10,667 4 6	2,509 9 7	13,176 14 1
1848	920 6 4	430 10 8	1,350 17 –	955 7 1	170 18 –	1,126 5 1	10,882 10 8	2,541 6 9	13,423 17 5	12,758 4 1	3,142 15 5	15,900 19 6
1849	956 4 10	288 19 1	1,245 3 11	702 – 4	174 12 –	876 12 4	7,775 16 5	1,294 14 8	9,070 11 1	9,434 1 7	1,758 5 9	11,192 7 4
1850	597 5 2	242 9 –	839 14 2	765 18 –	186 16 –	952 14 –	6,075 4 6	965 3 1	7,040 7 7	7,438 7 8	1,394 8 1	8,832 15 9
1851	529 7 11	259 15 11	789 3 10	705 18 6	178 4 6	884 3 –	6,248 5 2	1,117 4 6	7,365 9 8	7,483 11 7	1,555 4 11	9,038 16 6
1852	546 6 –	264 18 1	811 4 1	557 15 6	175 5 7	733 1 1	7,296 – 3	953 4 7	8,249 4 10	8,400 1 9	1,393 8 3	9,793 10 –
1853	493 14 10	374 19 10	868 14 8	1,079 13 4	276 13 1	1,356 6 5	13,172 11 7	3,088 19 8	16,261 11 3	14,745 19 9	3,740 12 7	18,486 12 4

N. B.—The above Return is inclusive of the cost of binding and warehouse expenses.

Her Majesty's Stationery Office,
8 March 1855.

J. R. M'Culloch, Comptroller.

O.1.

ACCOUNT of the Expense of Printing the VOTES and APPENDIX to the VOTES of the HOUSE OF COMMONS for the Years 1850 to 1853, distinguishing the Cost of the PAPER from the PRINTING; also a similar Return of the Expense of Printing the REPORTS of the COMMITTEE on PETITIONS.

YEAR.	VOTES AND APPENDIX.			REPORTS OF COMMITTEE ON PETITIONS.			TOTAL.		
	Printing.	Paper.	TOTAL.	Printing.	Paper.	TOTAL.	Printing.	Paper.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1850 - - -	4,886 4 6	1,552 19 10	6,439 4 4	1,846 12 2	512 1 3	2,358 13 5	6,732 16 8	2,065 1 1	8,797 17 9
1851 - - -	4,230 15 10	1,346 2 9	5,576 18 7	1,407 17 9	437 9 1	1,845 6 10	5,638 13 7	1,783 11 11	7,422 5 6
1852 - - -	3,451 3 6	993 -- 10	4,444 4 4	808 - 5	227 16 5	1,035 16 10	4,259 3 11	1,220 17 3	5,480 1 2
1853 - - -	6,638 8 2	2,022 14 5	8,661 2 7	1,924 5 7	541 19 4	2,466 4 11	8,562 13 9	2,564 13 9	11,127 7 6

N. B.—The above Account is inclusive of cost of binding and warehouse expense.

Her Majesty's Stationery Office,
7 March 1855.

J. R. M'Culloch, Comptroller.

Appendix, No. 7.

Appendix, No 7.

PAPERS delivered in by *J. R. M'Culloch*, Esq., 13 March 1855.

STATEMENT showing the various CHARGES which would be made at present by the undermentioned PRINTERS, employed by GOVERNMENT, for printing 1,000 Copies of the attached Sheet, including Two Hours' Corrections; and for Sewing and Covering 1,000 Copies of a Paper of 20 Sheets Double Foolscap, or 160 pages.

NAMES OF PRINTERS.	Composition.	Press-Work.	Corrections.	Total Printing.	Sewing and Covering.
	s. d.	*s. d.*	*s. d.*	*£. s. d.*	*£. s. d.*
Mr. Hansard - - - - -	17 4¾	9 –	2 –	1 8 4¾	10 13 7
Messrs. Nichols & Son - - -	17 4¾	9 –	2 –	1 8 4¾	10 13 7
Messrs. Eyre & Spottiswoode - - (as Lords' Printers.)	15 –	5 11¼	1 3	1 2 2¼	4 3 10½
Messrs. Murray & Gibb - - -	15 –	5 7¼	1 6	1 2 1¼	6 5 8
Mr. Thomas Constable - - -	15 –	5 7¼	1 6	1 2 1¼	6 5 8
Messrs. Harrison & Sons - - (Confidential Printers.)	13 2¼	5 3	1 1	– 19 6¼	3 13 9½
Messrs Eyre & Spottiswoode - - (as Contract Printers.)	12 7	5 –	1 –½	– 18 7½	3 10 5
Messrs. Thom & Sons - - -	12 7	5 –	1 –½	– 18 7½	3 10 5

Her Majesty's Stationery Office, 12 March 1855.

H. Lawrence, *William Strachan*, } Examiners of Printing.

2197. What is the place of the Custom-house officer at Westport worth?—£. 70 or 80 *l.* a year.

2198. With expectations?—Generally they rise in the Customs.

2199. The inspectorship of police is worth, you say, 130 *l.*?—I suppose about that.

2200. What does your brother get who is at Southampton?—£. 150 was his last salary; I saw by the newspaper the other day that he was promoted; I think in the "Morning Herald," 10 or 12 days since, I saw that he was promoted.

2201. Was this younger brother, Michael, recommended by Mr. Sadleir?—He was.

2202. With whom did the appointment rest?—With the Treasury.

2203. Mr. Sadleir himself, until recently, was a Lord of the Treasury, was not he?—Yes, he was a Lord of the Treasury at that time, I think.

2204. Had your family supported Mr. Somers until this last election?—No, not for several years past.

2205. Had you done anything for the support of Mr. Dillon Browne in Mayo?—No, I have some relatives there, but I have no particular influence.

2206. Nor any of your family?—I think not; I voted against Mr. Somers long before Mr. Browne got either of those two appointments.

2207. Have you any other brothers who have received any appointments under the Government?—No.

2208. Is your brother Michael the youngest?—No.

2209. Which is the youngest?—John, at Westport.

2210. There is none younger than he who has not yet received his appointment?—There is one younger, but he holds no appointment. Perhaps it is right that I should tell you how Mr. Sadleir appointed my brother. I was in London last September, and I heard that there was a vacancy in Sligo, and I told Mr. Sadleir of it; I told him that there was a vacancy in the Customs in Sligo. About a month after that, I think, I wrote from Dublin, saying that if no other person had applied to him, I should be obliged if he would give it my brother; but if there was any other constituent of his whom he preferred, or who had applied earlier, or that he conceived had greater claims, I would waive any claim that I would have upon him.

2211. Mr. *Macartney.*] The other members of your family voted for Mr. Sadleir, at the last election?—There was only my father, my uncle, and myself.

2212. What profession are you?—A solicitor.

2213. Have you any public office as a solicitor?—No, I have not; I am solicitor for the corporation of Sligo.

2214. Who is the prosecutor in Sligo?—The sessional solicitor is Mr. O'Hara; the Crown prosecutor is Mr. Todd.

2215. Does Mr. Todd, in his official situation, embrace what is called the Crown solicitorship and the sessions prosecutorship?—No; the sessions prosecutor is Mr. O'Hara.

2216. Which Mr. O'Hara?—Mr. Charles O'Hara.

2217. He lives in the town of Sligo, does he?—No, he lives at Dublin.

2218. Has he no office in Sligo?—I think not; he is there at the sessions, of course, but I do not think he has any regular office there.

2219. He comes down from Dublin to perform the duties of sessions prosecutor, at the quarter sessions?—Yes.

2220. Do you know at whose instance he was appointed sessions prosecutor?—I do not know; he has been a long time sessions prosecutor.

2221. Has he been in the office since its origination?—I think he was the solicitor first appointed.

2222. What age is he?—I suppose he is about 50; I do not know his age exactly.

2223. Had you any dispute with Mr. Somers previously to 1848, that you should have departed from the usual support given by your family to him?—I had no dispute; I acted once or twice as solicitor for him at elections, and I never received any money from Mr. Somers. I got a very handsome retainer from Mr. Townley, and I took it; my means would not allow me to work for nothing.

2224. Mr. *Bright.*] With regard to your father's position, you say he

Mr. J. Walker.

14 March 1854.

cannot come here?—He is a very large man, and he has rupture; he is not in the habit of leaving home.

2225. Has he left home at all within the last few months?—No, not for years; he has not left Sligo for the last seven or eight years, except for short distances.

2226. Is not he stirred up into considerable activity at an election, for instance?—As far as exerting himself in the town, he might be.

2227. Is it true or not that a large portion of the patronage of the Member for Sligo, Mr. Somers I speak of particularly, has been distributed and managed through the recommendation or with the concurrence of your father?—I never heard of a single appointment given by Mr. Somers at the instance of my father or any member of my family, except the one I have mentioned in the year 1839; and that was given, not at the request of my father, but at the request of the Catholic dean of Sligo.

2228. Did you never hear that Mr. Somers corresponded with your father with regard to suitable persons to be appointed; I do not mean that your father interceded with Mr. Somers, but that Mr. Somers corresponded with your father as to offices which he had in his gift, for him to find suitable persons for them?—I am not aware of such a correspondence; it is very possible that it may have taken place. I am certain he wrote my father a good many letters, and my father wrote to him, but whether any individual cases such as you mention were the subject of those letters, I cannot say.

2229. Did you ever hear of your father being the medium through which any sum of money ever passed from any person in Sligo to Mr. Somers, in compensation to Mr. Somers for any kindness which he had shown in appointing that person to any office?—I am very certain that no such correspondence, nor any letter of that kind, ever passed; I am quite certain my father never would lend himself to anything of the kind; he is incapable of acting such a part.

2230. Mr. *Moore.*] You say that Mr. Sadleir has lately recommended a younger brother of yours to some situation?—He has.

2231. What was the date of that recommendation?—I think it was in September.

2232. Last September?—I think about that time.

2233. Are you the Mr. Walker who has been lately accused, I will not say convicted, of tampering with witnesses in a case?—I was never accused of it. I think it right to mention, that a report has been circulated in the newspapers which is totally at variance with the finding of the Committee. I am waiting till I see the Report of the Committee for the purpose of taking proceedings against the paper; I believe "The Freeman's Journal" was the originator of that report. I think it is only due to me to be allowed to explain. This appears in "The Freeman's Journal" of last Wednesday: "Sligo Recognizance Committee.—This Committee met again to-day for the purpose of considering their Report. After some observations a Report was unanimously agreed to. It was not communicated to the public, nor were its contents read upon its presentation in the evening by Mr. Ker Seymer, the chairman, to The House. It is understood, in substance, to be as follows: 'That the evidence adduced before the Committee has been of a highly contradictory character; that Messrs. Walker and Gethin were guilty of endeavouring to induce, by a bribe, the sureties to Mr. Somers's petition to withdraw their recognizance; and that the conduct of Messrs. Walker and Gethin deserved therefore the special consideration of The House; that Mr. Sadleir has not been proved to have been personally implicated in the transaction.'" I understand that that Report is totally incorrect; that my name is altogether excluded from it; that it is not mentioned, directly or indirectly, except with regard to the evidence which I gave. I suppose the Report will be out to-night or to-morrow; I understand it was ordered to be printed, and the Report will of course speak for itself.

2234. Is Mr. Gethin your partner?—He is not.

2235. Correctly or incorrectly, that of course will appear upon the publication of the Report of the Committee; are you the gentleman who is there mentioned as having been accused of tampering with witnesses?—I was not accused; even the petition to The House did not accuse me of it.

2236. Are you the person there alluded to?—Yes.

2237. Upon what occasion was it that this tampering with witnesses was alleged to have been committed by some one before the Sligo Committee?—It was shortly after the last Sligo election.

2238. That

2238. That is, previously to the appointment of your brother to this situation?—I should say so.

2239. Mr. *Solicitor-General for Ireland.*] Did you, as a matter of fact, authorise Mr. Gethin, or any other person, to tamper with those sureties?—Certainly not. I was in London while the allegations contained in the petition were going on in Sligo.

2240. What paper is that from which you have read?—It is an extract from the "Freeman's Journal." It is torn out of a Dublin newspaper. I think this is taken from "Saunders," but it first appeared in the "Freeman;" from the London correspondent of the "Freeman."

2241. Mr. *Bentinck.*] You say that you were induced to withdraw your support from Mr. Somers, and to give it to Mr. Townley, from professional reasons?—That was for years before.

2242. Was your father induced for similar reasons to change his support?—No, he was not.

2243. Have you heard any reason for your father being taxed with ingratitude to Mr. Somers, for having deserted him, having supported him so many years?—I never heard any reason assigned. I am glad that the matter about the Report has been mentioned, because it has gone the round of all the papers, and at the present moment I am supposed to be the person guilty of that offence. From Ireland I have had several letters, asking me, can it be possible that such was the case; because it would be totally at variance with the evidence.

2244. Mr. *Solicitor-General for Ireland.*] Do you think it likely if the Report should be different from that statement, any intimation of the contradiction will appear in that paper?—I do not know; my present intention is to commence an action against the paper.

2245. Do not you think if you were to write a letter and state that it was a mistake, they would insert the letter?—I do not like to do that till I see the Report. My parliamentary agent has assured me that the "Freeman's" report is totally incorrect; it is from what he has told me I am speaking; I showed it to him this morning on my arrival from Ireland, and he says it is totally incorrect.

2246. Mr. *Macartney.*] You acted as one of the paid agents of Mr. Sadleir at the last election?—I was his conducting agent.

2247. And Mr. Gethin was sub-agent, was he?—He was not concerned for Mr. Sadleir at all at the last election.

2248. *Chairman.*] The information which Dr. Gray supposed he had heard from you was not correct?—I suppose he was in error; he must have been in error. I certainly told him I could give no evidence whatever in relation to the disposal of appointments, for money or otherwise, connected with Sligo.

2249. Mr. *Butt.*] Did you ever say anything like this; did you ever say that you knew of any person who had purchased a place from any one?—No.

2250. Are you quite sure of that?—I am; I said I had heard rumours. You may be well aware yourself that there is a good deal of conversation in Ireland about these allegations.

2251. Did you say to Dr. Gray that you had heard rumours?—No.

2252. Do you deny that you had such a conversation, and that you ever told Dr. Gray that you had heard rumours?—The conversation commenced in rather a joking way in the first instance; we were laughing about it; I told him distinctly that I knew of no instance whatsoever in which money was given; the conversations always originated with him.

2253. Was this after the matter was brought before the House of Commons?—Yes, it was; it took place in Sackville-street, in Dublin.

2254. Are you certain that in that conversation you did not tell him that you knew of any persons who had purchased places?—I am.

2255. Mr. *Moore.*] That of course is the truth; but is it the whole truth? Are you quite sure that you told nothing to Dr. Gray on that occasion which would induce him to form an opinion that you could give some evidence to this Committee that would be worth hearing?—I am almost certain. You had better ask Dr. Gray again, perhaps, whether I mentioned any instance to him at all.

Mr. *Charles O'Hara*, called in; and Examined.

Mr. *C. O'Hara.*
14 March 1854.

2256. *Chairman.*] WHERE do you live?—At Westport, in the county of Mayo.

2257. What are you by profession?—An attorney.

2258. Are you acquainted with a gentleman of the name of Fair?—Yes.

2259. How long have you known him?—For a long time.

2260. Do you recollect some years back having a conversation with Mr. Fair about his being anxious to obtain the situation of a paid guardian?—Yes.

2261. Do you recollect in what year that was?—I think it was about the year 1848, or the beginning of 1849.

2262. Where was it that you had that conversation?—In Dublin.

2263. Will you state, as nearly as you can, what Mr. Fair said to you, or you said to him, upon that occasion?—I know Mr. Fair was very anxious to get the appointment of vice-guardian, and we had conversations about it.

2264. Did you in the course of those conversations give him any advice, or make any recommendation to him, as to what he had better do to obtain the situation?—I said anything I could do for him I would.

2265. Did you suggest that he had better apply to any other parties besides what you could do for him?—I mentioned Dr. Gray to him; he was about at that time becoming a connexion of Dr. Gray's family.

2266. Do you remember mentioning anybody else to him?—I mentioned the name of Mr. Graham; I said I would ask him. Mr. Graham is an attorney.

2267. Mr. *Bright.*] Where does he live?—In Dublin.

2268. Is he a Dublin man?—He is.

2269. *Chairman.*] What did you say that Mr. Graham could do for him, or what did you recommend him to do as to his application to Mr. Graham?—Mr. Fair was not acquainted with Mr. Graham; but some few years before that Mr. Graham was in Westport, as it was thought in a dying state from a wound he had received. My mother and my family were able to show him some kindness; he was always very grateful for that, and I said if I asked him for myself personally, he might point out some way by which Mr. Fair would get the appointment.

2270. You, presuming that you had some kind of influence or means of obtaining Mr. Graham's good offices, did you apply to him?—I did; I spoke to him two or three times.

2271. What did Mr. Graham say to you, or what advice did he give you in reference to this transaction?—As well as I now recollect, on the first occasion, he recommended Mr. Fair to apply to the Poor Law Commissioners himself; afterwards Mr. Fair heard from some person that the appointment was reserved by the Poor Law Commissioners, and they did not allow the interference of any other persons; at least, I understood so from Mr. Fair, which I stated to Mr. Graham.

2272. Did you receive any intimation from Mr. Graham as to any money being needed to obtain such an appointment?—No, certainly not.

2273. Did you make any communication to Mr. Fair, directly or indirectly, that in your opinion, or Mr. Graham's opinion, money would be needed for such an appointment?—No; but Mr. Fair being, from the reasons I have stated, so anxious to have the appointment, and to be permanently settled in some way, suggested that if money was offered it might expedite the appointment. He had testimonials from the grand jury of the county of Mayo, and letters of recommendation, I believe, from the Assistant Commissioners.

2274. The suggestion about the money came from Mr. Fair, and not from yourself?—It did, altogether.

2275. In consequence of that suggestion having been made by Mr. Fair, did you do anything, or mention it to anybody?—No; the matter then having assumed such a shape, I understood nothing of it. I was engaged in serving my apprenticeship at that time; I was afraid of any consequence arising to myself personally, and I did not therefore mention the matter to any one.

2276. Were you present at any interview between Mr. Graham and Mr. Fair?—Yes.

2277. During

ACCOUNT of all Sums paid to Messrs. *Eyre & Spottiswoode* for Work performed by them in their several capacities of Her Majesty's Printers under Patent, Printers of the House of Lords, Printers for Her Majesty's Stationery Office, and Printers of the Specifications of Patents, for each of the Years 1852, 1853.

YEAR.	Printers of the House of Lords.	Printers Under their Patent.	Printers for Her Majesty's Stationery Office.	Printers of the Specifications of Patents.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1852 - -	8,184 19 5	6,733 10 8	13,625 - 4	- - -	28,543 10 5
1853 - -	15,764 1 2	12,157 9 10	16,781 7 7	*10,831 9 3	55,534 7 10

* *Note.*—Of this sum only 2,371 *l.* 7 *s.* 7 *d.* was paid to Messrs. Eyre & Spottiswoode for work done by them, the remainder being for Lithography and Paper, included in their printing account, and paid through them.

Her Majesty's Stationery Office,
9 March 1855.

J. R. M'Culloch,
Comptroller.

STATEMENT of the Expense of Printing the Specifications of Patents, distinguishing the Cost of Printing and Binding, Lithography, and Paper, for the Years 1853 and 1854.

YEAR.	Printing, &c.	Lithography.	Paper.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1853 - - -	1,845 15 11	5,859 1 6	3,116 11 9	10,831 9 2
1854 - - -	14,606 - 8	15,665 13 8	13,576 12 10	43,848 7 2

Her Majesty's Stationery Office,
13 March 1855.

J. R. M'Culloch,
Comptroller.

Appendix, No. 7.

STATEMENT of Sums received from the Sales of Waste Paper and Old Stores obtained from the under-mentioned Public Departments, in the Years ending 31 December 1853 and 31 December 1854.

	1853.			1854.		
	£.	s.	d.	£.	s.	d.
Admiralty	30	12	3	337	7	2
Audit	33	19	7	88	9	1
Board of Trade	57	19	3	39	12	8
House of Commons	108	12	6	34	10	10
Secretary of State (Colonial)	23	–	7	17	16	4
Census	67	19	–	339	14	11
General Register	106	–	11	29	–	4
Secretary of State (Home)	17	5	–	38	5	–
Irish Office	59	3	10	4	5	2
Ecclesiastical Commission	3	19	7	1	5	–
Inland Revenue	3,063	2	–	1,072	2	10
Insolvent Debtors' Court	1	13	6	–	18	–
Millbank Prison	18	1	6	–	13	–
Ordnance and Departments	394	8	3	84	16	8
Privy Council Office	24	9	–	34	19	9
General Post	1,085	13	9	1,542	15	9
Public Record	38	7	8	—		
Stationery Office, including paper shavings	287	17	5	303	10	7
Treasury	14	7	2	5	19	–
War	893	13	8	85	18	7
Woods	7	16	9	1	10	–
Works	1	10	–	–	15	8
Tithe Commission	–	15	–	–	10	7
Mint	–	17	10	–	15	–
Poor Law Board	17	–	–	46	16	–
Commissariat Abroad	5	18	6	—		
Police Courts	221	10	7	100	3	2
Adjutant-General	2	2	6	7	13	6
Various Departments in Dublin	165	4	6	204	10	–
Lunacy Commission	–	–	–	15	13	9
Commander-in-Chief	–	–	–	26	10	8
Board of Health	–	–	–	2	8	2
Total £.	6,753	2	1	4,469	7	2

	Tons.	cwts.	qrs.	lbs.
Weight collected in 1853	276	12	0	24
" " 1854	224	15	1	12

Number of sales in 1853 - 19

" " 1854 - 11

J. R. M'Culloch,
Comptroller.

(*England.*)

CONDITIONS of a CONTRACT proposed to be entered into by the Comptroller of Her Majesty's Stationery Office, for the PRINTING of OFFICIAL FORMS and MISCELLANEOUS JOBS, required for the Public Departments in *England*, during the Five Years, commencing on the 1st of July 1850, and terminating on the 30th of June 1855.

I. The Contractor will be required to execute at a convenient Office within a reasonable time, with fit and suitable materials, and in a good and workmanlike manner, to the satisfaction of the Comptroller of the Stationery Office, or of such person as he may appoint to inspect the work, such Job-work Printing *as may from time to time be required of him for the use* of the Public Departments in England, at the Prices stated in the annexed Schedules and Memoranda; *these Prices being universally increased or diminished by the addition to, or subtraction from, them of the rate per cent. of increase or diminution specified in the Tender of the Contractor.*

II. The Forms or Types used in Printing all pieces of Job or other Work sent to the Contractor are to be kept Standing during the whole course of this Contract, unless the Contractor shall receive a written Order subscribed by the Comptroller or the Examiner of Printers' Accounts, directing or authorising any specified Form or other piece of Job-work to be taken to pieces, and the Types to be distributed: If any Form or other piece of Job-work, the Types of which have been distributed under such order of the Comptroller or Examiner of Printers' Accounts, be afterwards required to be printed, in that case, and in that case only, a charge for the re-composition of such Form or other piece of Job-work will be allowed.

III. The Contractor to be bound to attend, or to send competent Persons to attend, to receive Instructions for Printing, to enable him to perform, *without delay*, such Work as may be required, and for which attendance no charge is to be made; and he is to obey such directions as may be given to him from time to time by the Comptroller of the Stationery Office, or the Examiner of Printers' Accounts.

IV. In the event of the Contractor not attending or not sending a competent party to take Instructions, or not performing the work within a reasonable time, or not executing it in a good and workmanlike manner, of all which the Comptroller is to be the sole judge, the Comptroller may, if he think proper, employ other Printers, charging the Contractor with whatever price he may have to pay over and above the Contract price.

V. All Paper, Vellum, or Parchment, necessary for Printing, will be sent from the Stationery Office, free of expense, to the Office of the Contractor, who will be required, at his own expense, to return the same when so printed, either to the Stationery Office or to the Office of the Department for whose use it is printed, as may be directed.

VI. The Contractor is bound, on being required by the Comptroller or the Examiner of Printers' Accounts, to give a full and accurate account of the state of all Work in hand, or that may have been completed, during any antecedent period; and he is also to give a full and detailed account of all Items in his Quarterly Bills, substantiating the same by the delivery of such books, receipts, proofs, copy, and other vouchers as may be required by either of the previously mentioned functionaries, without any charge for the same. And in the event of the Contractor not rendering, or delaying to render, such Account, or not supporting his Quarterly Bills by the proper vouchers, he shall not be paid for the same. And in all cases where the Contractor shall describe work in his Account differently from what was actually performed, and by such means impose, or endeavour to impose, an improper price upon the Stationery Office, he shall be subject to a fine for every such overcharge, or attempted overcharge, of treble the amount thereof.

VII. The Contractor will be required to account for all Paper that may be given to him, subject to an allowance of four sheets per ream for Jobs of a Sheet, and a smaller proportional quantity for those less than a Sheet.

VIII. The Contractor will be required to replace any Paper or Printed Forms belonging to the Stationery Office which may be injured or destroyed by fire, or other accident, on his premises.

IX. Payment to be made for all Works completed within the Quarter, and for which the various vouchers required by the Comptroller or Examiner of Printers' Accounts shall have been delivered, by Bills drawn by the Contractor on the Comptroller, at Thirty Days *after sight*; such Bills to be accepted *at the expiration of* SIX WEEKS *from the day on which the last Quarterly Bill, with the vouchers in support of it, may have been delivered.*

Appendix, No. 7.

X. No Tender will be accepted from any Person who, at the time of making the same, shall not have been established at least Three Years as a Master Printer, without having been either Bankrupt or Insolvent within that period; and the Contractor is expressly bound not to carry on any other description of Printing, or any other Work of any kind whatever, in the same Office in which the Government Printing is carried on; and he is farther bound to exclude all strangers and improper parties from the same; and to take every possible precaution, whether specially instructed to do so or not, to prevent copies, proofs, or printed forms coming into other hands than those entitled to receive them.

XI. The Contractor to enter into a Bond with two sufficient Sureties for the due performance of the Conditions of the Contract. The Sureties are to be bound to the extent of 1,500 *l.* each; and the autograph signatures of the parties proposed as Sureties are to be affixed to the "Engagement to become Sureties" annexed to the subjoined Schedules. The Contract and the Bond are to be prepared by the Treasury Solicitor, the expense of the same being borne by the Contractor.

XII. And it is to be distinctly understood, and is hereby stipulated, that if any question or questions arise as to what descriptions of Work are, or are not, comprised under the terms Job-work and Official Forms, or in regard to any other matter connected with the performance of this Contract, such question or questions is or are to be settled by the award of the Comptroller, without the Contractor being entitled to appeal from his decision to any Individual, Board, or Tribunal whatever.

XIII. All Tenders will be rejected in which *any change whatever* is made in any of the above Conditions, or in any of the annexed Schedules and Memoranda, or in which any condition, explanation, or addition of any kind, is affixed to the signature of the Parties Tendering.

XIV. Copies of the Forms generally in use may be seen at the Stationery Office, where such farther information as may be required will be given.

Tenders to be addressed to "The Comptroller of the Stationery Office, James-street, Westminster," marked in the corner "Tender for Printing," and to be delivered on or before Wednesday, the 15th day of May 1850, at Twelve o'Clock in the day, after which day and hour no Tender can be received.

N.B.—*All*

N. B.—*All Prices and Rates of Charge, without exception, specified in the subjoined Schedules and Memoranda, are to be subject to the rate per cent. of addition or diminution specified in the accepted Tender.*

1850—55.] SCHEDULES of PRICES for MISCELLANEOUS JOB PRINTING in *England*. [1850-55.

SIZE OF PAPER.	SCHEDULE OF PRICES FOR COMPOSITION, INCLUDING THEREIN ALL CORRECTIONS AND ALL EXTRAS NOT OTHERWISE PROVIDED FOR.										SCHEDULE OF PRICES FOR PRESS WORK. (*Including ordinary Quire Pressing.*) The 6*d.* per Rm. extra allowed for Cold-pressing, 1*s.* " " " Hot-pressing, if required. Double Pott - - - to be charged as Medium. Double Foolscap - - - " " Royal. Double Demy or Double Medium " " Imperial. [*N.B.—The Press Work of all Papers, &c., not herein specially provided for, to be charged at the prices of the nearest sized Paper.*] Per Ream of 21 Quires. One-half extra to be allowed for Coloured Ink.		SCHEDULE OF PRICES FOR RULING BLUE LINES, Which the Contractor is to be bound to execute, if ordered, from and after the 1st of October 1852. *Per Ream of 21 Quires, on both sides.* Half a Ream or under to be charged as half a Ream; above half a Ream to be charged as a Ream. Ruling on one side half price.
	Common Matter.					Rule Work.							
	One Page.		Two Pages.		Sheet.	One Page.		Two Pages.		Sheet.	Printed on one side. Half Reams to be charged Half.	Perfected. Half Reams to be charged half. 250 Pulls to be charged one-fourth.	
	Plain.	With an Endorse.	As a Sheet or Half Sheet.	With an Endorse.		Rule Work.	With an Endorse.	As a Sheet or Half Sheet.	With an Endorse.				
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.			
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Pott	1 6	2 –	3 –	3 6	6 –	2 6	3 –	5 –	5 6	10 –	1 –	2 –	2 –
Foolscap	2 –	2 6	4 –	4 6	8 –	3 –	3 6	6 –	6 6	12 –	1 6	2 6	2 6
Writing Demy, Crown, Post, and Copy	2 6	3 –	5 –	5 6	10 –	3 6	4 –	7 –	7 6	14 –	1 6	2 6	2 6
Medium, Large Post, and Printing Demy	3 –	3 6	6 –	6 6	12 –	4 6	5 –	9 –	9 6	18 –	1 6	2 6	2 6
Royal	4 –	4 6	8 –	8 6	16 –	6 –	6 6	12 –	12 6	24 –	2 –	3 6	2 6
Super Royal	4 6	5 6	9 –	10 –	18 –	7 –	8 –	14 –	15 –	28 –	2 –	3 6	3 6
Imperial and Elephant	5 6	6 6	11 –	12 –	22 –	8 6	9 6	17 –	18 –	34 –	2 6	4 –	4 –
Atlas	7 –	8 –	14 –	15 –	28 –	10 6	11 6	21 –	21 6	42 –	3 –	5 –	6 –
Double Elephant	8 –	9 –	16 –	17 –	32 –	12 –	13 –	24 –	25 –	48 –	3 6	5 6	9 –

MEMORANDA.

1. Every Form, without exception, to have the date when printed, the number of copies printed, and the name of the Office for which it is printed, attached to the Imprint.
2. All Quarto Jobs of one page, and Covers, to be charged at the price of 1*s.* each. Endorses to Quarto Jobs, 4*d.* each.
3. All Headings or other Jobs printed dry on ruled paper to be charged at half the rates specified in Column 1 of above Schedule.
4. Of whatever size printed Forms may be ordered, whether they be the same or different Forms, and whether of folio, quarto, octavo, or smaller sizes, if they should be ordered in such quantities and of such sizes that they may be printed at the cheapest rate in a *Folio* Page or Form, they shall be charged by the Folio Scale—the Printer cutting them down to the size actually ordered without further charge. All Work that can be more economically printed on Double Papers must be so printed; should Single Paper be used the price of printing on Double Paper only will be allowed.
5. All pages having two perpendicular Rules, dividing them into three Columns with Headings and Crosslines, or three or more Rules dividing them into four or more Columns without Headings, shall be charged as Rule-work. Provided always, that no Job consisting of continuous Matter shall be considered as Rule-work, although a Rule may be put between the Columns. All Rule-work to be charged by half pages. When a sheet consists of two classes of Matter, charge shall be made for the *lowest* class, and the difference charged as an extra. For example—a Sheet consisting of one page Common Matter and three pages Rule-work, shall be charged as a Sheet Common, and the difference between three pages Common and three pages Rule-work added thereto. Any page wherein there are six horizontal Rules, or any Matter enclosed within four Rules, may be charged 6*d.* extra, if less than a Medium folio; folio; and 1*s.* if Medium folio, or larger. Rules to divide off Heads, or for the division of subjects, being of the nature of *Ornamental Rules*, not to be reckoned as horizontal lines. No charge to be allowed for the Composition of Forms for working Crosslines.
6. Matter that may be inserted into a Table, as in the Admiralty Store Accounts, No. 284, &c. to be charged as Common Matter only.
7. Skeleton pages of all sizes, for working in coloured Ink, to be charged as one-fourth of a page each.
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10. Parchments and Cardboards to be charged at the rate of the nearest size Paper, and double the price of the Press-work; and Cut and Packed without further charge.
11. Cards and Envelopes of all Sizes, 1*s.* for the first 100; 6*d.* per 100 afterwards.
12. Folding, per Hundred, all sizes; Single Sheets, 1*d.*, Folding and Stitching, 2*d.* per 100 Sheets.
13. All Parcels for the Offices in London to be made up and delivered at the cost of the Contractor.
14. The Contractor to be bound to classify and keep in store, if required, the Forms for the use of the Police Offices, and to make up, address, and deliver the same in such quantities, and at such times and places as may be ordered, free of all charge.
15. No extra charges, whether for night-work, or anything else, except those above specified, will be allowed; nor any charge for cutting the various Forms into the required sizes, cutting the Edges, Gathering, Packing, Paper, String, &c.

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SIR,

I hereby Tender to execute all the Printing of Official Forms and Miscellaneous Jobs which may be ordered through the Stationery Office, for the service of the Government, subject to each and all of the above Conditions, at per cent. the Prices specified in the accompanying Schedules and Memoranda.

To John Ramsay M'Culloch, Esq.,
Comptroller.

ENGAGEMENT TO BECOME SURETIES.

SIR,

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To John Ramsay M'Culloch, Esq.,
Comptroller.

RETURN of the Cost of Printing Reports of Commissioners, and of Papers presented by Command, delivered to the Two Houses of Parliament in each Year, 1846 to 1852, inclusive; showing the Total Number of Copies of each Report or Paper printed; the Number delivered to the Two Houses of Parliament; the Number reserved for Sale; the Number of additional Copies of each circulated (distinguishing the Expense of Printing such additional Copies); and the Number remaining in Store (in continuation of Returns contained in the Appendix to the Report of the Select Committee on Printing, of Session 1847–48).

Year.	TITLE of REPORT or PAPER, Size, and Number of Pages.	COST OF PRINTING.		Total Number of Copies Printed.	NUMBER OF COPIES				Expense of Printing the Additional Copies.	
		Printing.	Paper.		Delivered to the Two Houses of Parliament.	Reserved for Sale to the Public.	Additional Copies for Circulation.	Remaining in Store.	Printing.	Paper.
1846	Postal Convention with Hanover, fiscap. fol., 24 pages	£. s. d. 6 13 1	£. s. d. 7 10 –	1,500	1,290	140	2	68	£. s. d. – 18 8	£. s. d. 1 1 –
	Postal Convention with Brunswick, fiscap. fol., 6 pages	2 5 9	1 17 6	1,500	1,290	140	2	68	– 6 5	– 4 8
	Post Office (France)—Additional Articles agreed upon, fiscap. fol., 8 pages	2 11 10	2 12 –	1,500	1,290	140	2	68	– 7 3	– 7 3
	Post Office (Belgium)—Additional Articles agreed upon, fiscap. fol., 4 pages	1 12 2	1 6 –	1,500	1,290	140	2	68	– 6 2	– 3 8
	Factories—Reports of Inspectors for the Half-year ending 31 October 1845, fiscap. fol., 46 pages	41 11 6	17 19 8	1,750	1,290	285	70	105	10 18 7	4 19 4
	Metropolis Improvement—Fifth Report of Commissioners, fiscap. fol., 30 pages	263 19 8	50 8 1	2,000	1,290	310	102	298	93 14 3	17 17 10
	River Plate—Instructions to Mr. Ouseley, fcap., fol., 8 pp.	5 3 6	2 17 9	1,750	1,340	160	250	- nil -	1 7 2	– 15 2
	Gauge Commissioners' Report, fiscap. fol., 28 pages	102 2 8	20 5 6	3,000	1,340	160	1,500	- nil -	58 4 4	11 11 1
	Fine Arts—Fifth Report of the Commissioners, fcp. fo., 28 pp.	28 6 6	12 1 8	2,000	1,290	360	34	316	10 1 2	4 5 10
	Charitable Donations and Bequests (Ireland)—First Annual Report of Commissioners, fiscap. fol., 16 pages	10 12 4	6 1 4	1,750	1,290	260	40	160	2 15 10	1 11 11
	Sugars of Cuba and Porto Rico—Further Correspondence, fiscap. fol., 32 pages	21 15 3	11 15 8	1,750	1,340	160	250	- nil -	5 14 5	3 1 11
	Flax (Ireland)—Extract from Fifth Annual Report of the Society for Promoting the Growth of, fiscap. fol., 6 pp.	3 13 7	1 14 8	1,250	840	260	22	128	1 4 2	– 11 5
	Prisons (Scotland)—Seventh Report of Directors, fiscap. fol., 112 pages	112 16 1	59 6 4	2,250	1,290	160	721	79	48 2 7	25 6 2
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom and its Dependencies (Part XIV. Sect. A., 1844), fiscap. fol., 118 pages	173 18 5	28 3 4	2,000	1,290	260	205	245	61 14 11	9 19 7
	Inclosure Commission—(Report 1845), fcap. fol., 10 pp.	7 7 9	3 5 –	1,750	1,290	260	200	- nil -	1 18 10	– 17 2
	Tidal Harbours Commission—Second Report, fcp, fo., 16 pp.	27 17 5	8 4 8	2,250	1,290	460	27	473	11 17 10	3 10 3
	Greek Loan—Correspondence respecting, fcap. fol., 20 pp.	16 11 8	7 4 5	1,750	1,340	160	250	- nil -	4 7 2	1 18 –
	Joint Stock Companies—Report by the Registrar of (1845), fiscap. fol., 54 pages	42 11 8	20 16 –	1,750	1,290	260	18	182	11 4 –	4 9 5
	Oregon Territory—Correspondence relative to, fiscap. fol., 76 pages	104 8 11	29 14 –	1,750	1,340	160	250	- nil -	27 9 2	7 17 –
	Criminal Offenders (Ireland)—Tables of 1845, fiscap. fol., 100 pages	285 6 4	43 16 2	1,750	1,290	210	111	139	75 – –	11 19 1

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		£. s. d.	£. s. d.						£. s. d.	£. s. d.
1846 *cont^d.*	Prisons (Ireland) — Twenty-fourth Report of the Inspector-General, foolscap folio, 100 pages	120 5 7	43 11 8	1,750	1,290	210	113	137	31 12 4	11 8 9
	Railway Department—Report of the Officers of, with Appendices I. and II., fcap. fol., 420 pages	496 – 9	166 8 8	1,750	1,290	302	70	88	130 9 5	48 10 2
	Gauge of Railways—Minutes of Evidence respecting, fcap. fol., 350 pages	468 4 2	167 1 3	2,000	1,290	458	172	80	166 4 4	59 6 2
	Gauge of Railways—Appendix, fiscap. fol., 476 pages	725 4 –	214 7 8	2,000	1,290	378	152	180	257 9 –	76 6 3
	Criminal Offenders (England and Wales)—Number of, in 1845, fiscap. fol., 78 pages	238 1 7	35 18 10	1,750	1,290	160	253	47	62 11 8	15 11 10
	Postage Convention with France —Additional Articles, fiscap. fol., 8 pages	2 11 11	2 12 –	1,500	1,315	160	2	23	– 7 3	– 7 4
	Public Records—Seventh Report of the Deputy Keeper (with a Plan), fiscap. fol., 432 pages	524 14 7	177 15 1	1,750	1,290	160	35	265	138 – 3	46 12 10
	Poor Law—Twelfth Annual Report of Commissioners, fiscap. fol., 32 pages	60 3 10	29 – 8	2,500	1,290	350	782	78	21 7 5	10 2 10
	Hostilities in India—Further Papers respecting, fcap. fol., 58 pages	45 2 4	29 4 3	2,500	1,340	160	1,000	- nil -	21 16 9	14 2 10
	Colonial Land and Emigration Commission—Sixth General Report, fiscap. fol., 86 pages	116 2 10	36 11 1	1,750	1,290	160	51	249	30 10 7	9 12 3
	The "Eclair" — Correspondence on the Subject, fiscap. fol., 100 pages	86 9 7	26 18 3	1,250	840	160	250	- nil -	28 7 4	8 1 3
	Criminal Law—Second Report of Commissioners of, February 1845, fcap. fol., 76 pages	130 7 5	40 8 –	2,000	1,390	260	102	248	46 5 7	14 6 11
	Outrages (Ireland)—Abstracts of Police Reports, fiscap. fol., 144 pages	163 – 3	37 10 9	1,250	840	160	250	- nil -	53 9 5	12 6 3
	National Education, Ireland—Twelfth Report of Commissioners, fiscap. fol., 128 pages	177 – 6	60 6 8	2,000	1,290	352	231	127	62 16 11	21 8 7
	New Zealand—Correspondence with Lieutenant-Governor Grey, fiscap. fol., 42 pages	60 7 10	16 9 4	1,750	1,290	320	50	90	15 17 6	6 14 3
	Fisheries (Ireland)—Fourth Annual Report of Commissioners, fiscap. fol., 206 pages	318 6 8	94 18 10	1,750	1,290	280	180	- nil -	83 13 6	24 19 2
	Post-Office Convention with France—Additional Articles, fiscap. fol., 4 pages	2 12 2	1 6 –	1,500	1,290	160	2	48	– 7 4	– 3 8
	International Copyright—Convention with Prussia, fiscap. fol., 10 pages	12 8 11	3 14 9	1,750	1,340	160	250	- nil -	3 5 5	– 19 8
	Tariff of the Germanic Customs' Union for 1846, 1847, and 1848, fiscap. fol., 56 pages	82 10 4	14 12 11	1,250	840	160	250	- nil -	27 1 4	5 12 9
	St. Andrew's University (Scotland)—Report of Commissioners, fiscap. fol., 424 pages	485 11 10	180 12 1	1,750	1,290	345	25	90	127 12 10	47 9 6
	Quarantine Laws—Correspondence respecting, fiscap. fol., 50 pages	45 15 1	13 8 2	1,250	840	160	250	- nil -	15 – 2	4 8 –
	Railway Termini (Metropolitan)—Report of Commissioners, fiscap. fol, 24 pages	16 3 5	12 7 6	2,500	1,340	160	1,000	- nil -	7 16 7	6 6 7
	Her Majesty's Master Printers in Scotland — Report of, fiscap. fol., 16 pages	8 5 9	5 4 –	1,500	1,290	160	2	48	1 3 3	– 14 3
	Factories—Reports of Inspectors for the half-year ending 30 April 1846, fiscap. fol., 32 pages	44 11 9	12 11 4	1,750	1,290	269	103	88	11 14 5	3 7 6

Year.	TITLE of REPORT or PAPER, Size, and Number of Pages.	COST OF PRINTING. Printing.	Paper.	Total Number of Copies Printed.	NUMBER OF COPIES Delivered to the Two Houses of Parliament.	Reserved for Sale to the Public.	Additional Copies for Circulation.	Remaining in Store.	Expense of Printing the Additional Copies. Printing.	Paper.
		£. s. d.	£. s. d.						£. s. d.	£. s. d.
1846 *cont.*	Oregan Boundary—Treaty with the United States, fiscap. fol., 4 pages	2 6 7	1 8 11	1,750	1,340	160	250	- nil -	- 12 3	- 7 8
	Slave Trade—(Class A.) Correspondence with British Commissioners (1845), fiscap. fol., 814 pages	975 12 3	321 1 11	1,750	1,290	160	252	48	156 9 -	85 - 11
	Slave Trade—(Class B.) Correspondence with Foreign Powers, Parties to Treaties (1845), fcap. fol., 548 pages	655 3 11	218 9 8	1,750	1,290	160	252	48	172 4 6	57 8 11
	Slave Trade—(Class C.) Correspondence with Foreign Powers (1845), fiscap. fol., 238 pages	285 - 11	97 11 8	1,750	1,290	160	252	48	74 17 10	25 13 3
	Slave Trade—(Class D.) Correspondence with Foreign Powers, not Parties to Treaties (1845), fcap. fol., 194 pp.	219 5 8	80 - 8	1,750	1,290	160	252	48	57 17 7	21 1 1
	Births, Deaths, and Marriages in England—Seventh Annual Report of the Registrar-General, fiscap. fol., 250 pages	518 12 8	109 19 6	1,750	1,290	210	250	- nil -	136 8 3	29 8 4
	Colonial Possessions—Reports on the Past and Present State of (1845), fcap. fol., 158 pp.	163 2 8	65 5 -	1,750	1,290	160	170	130	42 17 8	17 3 11
	Commercial Tariffs—Part XV. (America), pott fol., 719 pp.	1,368 8 -	465 11 3	1,600	1,340	160	100	- nil -	222 3 2	75 13 1
	School of Design—Fifth Report of the Council, fiscap. fol., 40 pages	57 18 10	15 16 4	1,750	1,290	160	150	150	15 6 3	4 4 1
	Maynooth College—Report of a Visitation, fiscap. fol., 6 pp.	8 4 7	4 15 4	1,750	1,290	345	30	85	2 3 3	1 6 6
	Copyholds—Fifth Report of Commissioners, fiscap. fol., 6 pages	5 9 4	3 5 -	2,500	1,290	260	502	448	2 12 11	1 11 7
	Drainage (Ireland) — Fourth Annual Report of Commissioners, fiscap. fol., 16 pages	13 4 9	6 1 4	1,750	1,290	260	33	167	1 2 -	1 12 1
	Scarcity in Ireland—Correspondence and Accounts relating to, fiscap. fol., 32 pages	32 11 11	12 11 4	1,750	1,290	344	31	85	8 11 5	3 17 2
	Distress in Ireland — Correspondence relating to, fiscap. fol., 388 pages	481 19 10	180 3 -	2,000	1,290	397	231	82	171 2 2	63 7 1
	Lunatic Asylums (Ireland) — Annual Report for 1845, fiscap. fol., 52 pages	79 1 7	25 4 3	1,750	1,290	324	51	85	20 15 9	6 13 4
	The Mining Districts—Report of the Commissioners on (1846), fiscap. fol., 64 pages	54 5 2	36 2 8	2,250	1,290	182	778	- nil -	23 3 -	15 8 9
	Millbank Prison—Third Report of Inspectors, fiscap. fol., 20 pages	22 17 7	7 16 -	1,750	1,290	160	25	275	6 - 4	2 2 -
	Tithe Commissioners' Report for England and Wales (1846), fiscap. fol., 4 pages	2 14 7	2 3 4	2,500	1,290	160	1,000	50	1 6 5	1 1 8
	Prisons—Eleventh Report of Inspectors (IV. Scotland, Northumberland, and Durham), fiscap. fol., 104 pages	117 2 5	49 10 -	2,000	1,290	160	550	- nil -	41 11 7	17 11 5
	Education — Minutes of the Committee of Council, fiscap. fol., 605 pages	1,005 1 2	290 6 9	2,250	1,290	582	103	275	428 16 6	123 18 9
	Parkhurst Prison — Reports (1845), fiscap. fol., 28 pages	18 14 9	10 16 8	1,750	1,290	160	30	270	5 8 4	2 17 7
	China Ordinance—Passed by the Chief Superintendent of British Trade, fcap. fol., 4 pp.	2 3 7	1 8 11	1,750	1,340	160	250	- nil -	- 11 6	- 7 7
	Post Office—Convention with Denmark, fcap. fol., 14 pages	10 9 4	5 3 2	1,750	1,340	160	250	- nil -	2 15 -	1 7 1
	Poor Law — Appendices to Twelfth Annual Report of Commissioners, fiscap. fol., 208 pages	310 12 5	120 18 4	2,500	1,290	358	782	70	165 6 10	58 10 6

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1846 *contd.*	Consuls General, Consuls, Vice-Consuls, and Consular Agents —List of, fcap. fol., 16 pages	21 7 10	4 2 6	1,250	840	160	250	- nil -	7 - 4	1 7 1
	Commercial Tariffs—Part XVI. (Mexico), pott fol., 306 pages	221 5 6	100 16 -	1,600	1,340	160	100	- nil -	42 17 6	19 10 7
	Prisons—Supplement to Tenth Report of Inspectors (I. Home District), fiscap. fol., 104 pages - - - -	392 7 -	101 18 8	2,000	1,290	160	271	279	139 5 9	36 3 9
	Fine Arts—Sixth Report of Commissioners, fiscap. fol., 28 pages - - - -	21 13 5	10 8 -	1,750	1,290	360	29	71	5 13 11	2 14 9
	Metropolitan Railway Commission—Minutes of Evidence, fiscap. fol., 376 pages - -	1,423 9 9	381 5 7	2,000	1,290	606	24	80	463 13 6	135 7 1
	Pentonville Prison—Fourth Report of Commissioners, fiscap. fol., 48 pages - - -	82 9 6	29 2 -	2,750	1,290	160	114	290	43 15 9	15 9 4
	Railway Department—Appendix III. to Officer's Report, fiscap. fol. - - - -	407 - 3	103 5 4	1,750	1,290	320	50	90	106 19 9	27 3 5
	Prisons—Eleventh Report of Inspectors (I. Home District) fiscap. fol., 482 pages -	725 19 11	208 15 10	2,000	1,290	160	260	290	257 14 7	74 2 6
	Prisons—Eleventh Report of Inspectors (II. Northern and Eastern Districts), fiscap. fol., 82 pages - - - - -	81 17 8	33 18 4	1,750	1,290	160	160	140	21 10 6	8 18 4
	Prisons—Eleventh Report of Inspectors (III. Southern and Western Districts), fiscap. fol., 480 pages - - -	575 1 -	182 5 -	1,750	1,290	160	58	242	151 3 2	47 18 4
	Tidal Harbours Commission—Supplement and Index to the Second Report, fiscap. fol., 754 pages - - - - -	1,790 9 11	389 11 1	2,000	1,290	579	101	30	635 12 7	137 5 11
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom, and its Dependencies (Part XIV. Section B.), 1844, fiscap. fol., 288 pages	455 14 7	123 15 10	2,000	1,290	260	205	245	161 15 9	46 19 -
	£.	18,300 10 -	5,563 14 8	- -	- -	- -	- -	- -	5,570 - 1	1,731 12 9
1847	Marriages of the Queen and Infanta of Spain — Correspondence—Appendix (Treaty of Utrecht), fiscap. fol., 160 pages - - - - -	224 16 7	76 10 5	2,000	1,340	160	500	- nil -	79 16 4	27 3 4
	Milbank Prison — Report of Commissioners, fiscap. fol., 16 pages - - - - -	17 7 9	5 14 2	1,750	1,290	160	6	294	4 11 5	1 10 1
	Distress in Ireland — Correspondence (Commissariat Series), fiscap. fol., 534 pages -	1,285 6 9	315 - 3	2,750	1,290	1,016	214	230	682 8 -	167 4 11
	Public Works (Ireland)—Fourteenth Annual Report, fiscap. fol., 48 pages - - -	40 17 10	17 2 7	1,750	1,290	160	116	184	10 15 -	4 10 1
	New Zealand—Correspondence with Governor Grey, fiscap. fol., 92 pages - - -	121 2 6	37 8 1	1,750	1,290	320	52	88	31 16 10	9 16 8
	Distress in Ireland — Correspondence (Board of Works Series), fiscap. fol., 480 pages	1,308 16 5	409 13 3	2,750	1,290	1,053	177	230	694 17 4	217 9 11
	Distress in Ireland—(Fisheries Series), fiscap. fol., 78 pages	132 2 5	48 4 8	2,750	1,290	160	160	1,140	70 2 11	25 12 2
	Union Workhouses (Ireland)—Correspondence, fiscap. fol., 112 pages - - - - -	194 3 1	49 7 2	2,000	1,290	508	122	80	68 18 6	17 10 6
	Poor Relief (Scotland)—First Annual Report of Board of Supervision, fiscap. fol., 230 pages - - - - -	424 2 2	159 12 7	3,000	1,290	260	1,118	332	241 14 11	90 19 10

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		£. s. d.	£. s. d.						£. s. d.	£. s. d.
1847 *cont^d.*	Milbank Prison—Minutes of Evidence, fcap. fol., 456 pp.	480 15 5	169 8 9	1,750	1,340	160	250	- nil -	126 4 9	44 10 9
	Commercial Tariffs — Parts XVII., XVIII. and XIX. (Spanish American Republics), pott fol. 416 pages -	341 2 8	137 19 8	1,600	1,290	160	150	- nil -	66 1 11	26 14 9
	International Copyright — Accession of the King of Saxony, fiscap., 8 pages - - -	6 7 7	2 17 9	1,750	1,340	160	250	- nil -	1 13 7	- 15 3
	Federal Directory—Communications respecting - -	—	—	—	—	—	—	—	—	—
	Postage — Convention with Prussia, fiscap. fol., 26 pages	16 8 9	7 17 6	1,500	1,290	160	2	48	2 6 -	1 2 1
	Post Office Convention with France—Additional Articles	17 2	1 3 8	1,500	1,290	160	2	48	- 2 5	- 3 4
	Sandwich Islands—Convention with the King of, fiscap. fol., 4 pages - - - - -	2 6 7	1 8 11	1,750	1,340	160	250	- nil -	- 12 3	- 7 7
	Cracow—Papers relative to the annexation of, fiscap. fol., 124 pages - - - - -	90 10 7	44 17 6	1,750	1,340	160	250	- nil -	23 15 11	11 15 11
	Postage Convention with Prussia — Articles agreed upon, fiscap. fol., 70 pages -	53 12 8	20 10 11	1,500	1,340	160	- nil -	- nil -	6 10 3	2 17 7
	Emigration to the British Provinces of North America—Papers relative to, fiscap fol., 44 pages - - - - -	41 15 -	16 14 8	1,750	1,290	260	51	149	11 - -	3 8 -
	Tidal Harbour Commission—Opinions on the Harbour Conservancy Bill, fiscap., 202 pages - - - - -	269 2 -	87 13 10	2,000	1,290	260	352	98	95 10 8	31 2 8
	Factories—Reports of Inspectors for the Half-year ending 31 October 1846, fiscap., 48 pages - - - - -	53 2 10	16 18 8	1,750	1,290	160	103	197	13 19 5	14 9 1
	Marriages of the Queen and Infanta of Spain—Continuation of the Correspondence, fiscap. fol., 22 pages - -	20 9 1	9 9 9	2,000	1,340	160	500	- nil -	7 5 3	3 7 5
	Inclosure Commission—Second Report, 1847, fiscap. fol., 12 pages - - - - -	10 14 -	4 6 8	1,750	1,290	160	202	98	2 16 3	1 2 10
	Russian-Dutch Loan—Conventions relative to, fiscap. fol., 16 pages - - - - -	12 13 2	5 15 6	1,750	1,340	160	250	- nil -	3 6 7	1 10 5
	Kingdom of Poland — Correspondence respecting, fiscap., 38 pages - - - - -	27 6 2	9 18 -	1,250	840	160	250	- nil -	9 19 2	3 4 11
	Kingdom of Poland and Republic of Cracow—Treaty of Vienna, with Annexes relating to, fiscap. fol., 72 pages	71 6 8	29 16 2	2,000	1,340	160	250	- nil -	25 6 6	10 11 8
	Convict Discipline and Transportation — Correspondence, fiscap. fol., 204 pages -	321 5 7	86 3 3	1,750	1,290	323	52	85	84 9 -	22 13 -
	Cape of Good Hope — Correspondence relative to the Kafir Tribes, fiscap., 200 pages -	258 8 8	81 10 10	1,750	1,290	360	52	48	67 18 8	21 8 8
	Education — Minutes of the Committee of Council, Aug. and Dec. 1846, fiscap. fol., 8 pages - - - - -	2 16 9	3 18 9	2,250	1,290	909	51	- nil -	1 - 2	1 8 5
	Distress in Scotland — Correspondence relating to, fiscap. fol., 378 pages - - -	485 13 11	197 11 8	2,500	1,290	766	214	230	235 4 10	95 12 8
	Prisons (Scotland) — Eighth Report of the General Board of Directors, fiscap. fol., 116 pages - - - - -	117 4 9	55 18 11	2,250	1,290	160	704	96	50 - 5	23 17 5
	Union Workhouses (Ireland) —Correspondence (Second Series), fiscap. fol., 90 pages	117 4 11	39 18 2	2,000	1,290	552	78	80	41 12 6	14 3 5

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	Central Railway Terminus in Glasgow—Report of Commissioners on, folio, 10 pp. -	5 5 6	3 10 11	1,750	1,290	260	2	198	1 7 9	- 18 8
	Russian-Dutch Loan — Correspondence, 1815 and 1831, fiscap. fol., 12 pages - -	11 5 11	4 10 9	1,750	1,340	160	250	- nil -	1 14 10	1 3 11
	Trade of China—Returns of, fiscap. fol., 150 pages - -	158 13 1	39 16 2	1,250	840	160	250	- nil -	52 - 10	13 1 2
	Trade of China—Orders, Ordinances, Rules and Regulations, fiscap. fol., 64 pages -	42 3 3	16 14 11	1,250	840	160	250	- nil -	13 16 8	5 9 11
	Distress in Ireland—Correspondence (Commissariat Series), Part II. - - -	327 7 1	133 12 -	2,500	1,290	775	245	190	158 10 6	64 13 3
	Distress in Ireland—(Board of Works Series,) Second Part, fiscap. fol., 300 pages - -	406 7 5	153 4 2	2,500	1,290	854	116	240	196 7 -	74 3 1
	Commercial Tariffs—Part XX. Hayti and Foreign West Indies, pott fol., 160 pages -	154 16 -	52 14 1	1,600	1,290	160	150	- nil -	29 19 10	9 4 3
	Distress (Ireland)—First Report of Commissioners, fcap. fol., 56 pages - - -	55 - 6	28 7 -	2,500	1,290	798	192	220	26 12 8	13 14 6
	Convict Discipline and Transportation — Further Correspondence, fcap. fol., 16 pp.	11 5 -	5 14 2	1,750	1,290	323	52	85	2 19 2	1 10 1
	Criminal Offenders (Scotland), Tables of, for 1846, fiscap. fol., 110 pages - - -	303 12 8	34 4 2	1,500	1,290	160	2	48	50 18 3	4 15 8
	St. Marylebone and St. Pancras Poor Relief—Report of Commissioners, fiscap. fol., 130 pages - - - - -	114 8 3	45 13 6	1,750	1,290	272	3	185	30 1 6	12 - 2
	Charitable Donations and Bequests (Ireland) — Second Report of Commissioners, fiscap. fol., 18 pages - -	30 3 3	6 9 11	1,750	1,290	210	136	114	7 18 7	1 14 2
	International Copyright—Accession of the Duke of Brunswick, fcap., fol. 8 pages -	4 14 7	2 17 9	1,750	1,340	160	250	- nil -	1 4 11	- 15 2
	Prisons (Ireland) — Twenty-fifth Report of Inspector-General, fcap. fol., 114 pages	144 12 11	44 14 8	1,750	1,290	210	31	219	38 - 6	11 15 2
	Fever at Bona Vista — Dr. McWilliams' Report, fiscap. fol., 112 pages - - -	143 16 5	37 9 1	1,250	840	160	250	- nil -	47 3 4	12 5 9
	Criminal Offenders (England and Wales)—Tables of, in 1846, fiscap. fol., 78 pages -	240 10 5	32 3 -	1,750	1,290	200	252	8	99 14 -	8 11 2
	Riot at Canton—Papers relating to, fcap. fol., 136 pages -	87 - 7	34 12 2	1,250	840	160	250	- nil -	28 10 11	11 12 8
	Colonial Land and Emigration Commissioners — Seventh General Report, fiscap. fol., 82 pages - - -	114 3 11	33 17 10	1,750	1,290	260	51	149	30 - 5	8 18 3
	Commercial Tariffs—Part XXI. Empire of Brazils, pott fol., 216 pages - - - - -	695 15 7	73 6 9	1,600	1,290	160	150	- nil -	134 16 2	14 4 3
	Convict Discipline and Transportation — Further Correspondence, fcap. fol., 46 pp.	41 12 1	16 6 3	1,750	1,290	323	52	85	10 18 9	4 5 10
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	Trade in China—Rules and Regulations concerning, fiscap. fol., 12 pages - - -	6 10 2	3 1 11	1,250	840	160	250	- nil -	2 2 9	1 - 4
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1847 *cont^d.*	Collieries — Reports on the Gases and Explosions in, fiscap. fol., 68 pages - -	189 18 11	51 11 9	1,750	1,290	310	21	129	49 18 10	13 11 3
	Poor Law—Thirteenth Annual Report of Commissioners, fiscap. fol., 34 pages - -	40 1 1	21 19 5	2,500	1,290	260	785	165	19 7 9	10 12 9
	Fever at Bona Vista—Letter from Sir W. Pym respecting, fiscap. fol., 16 pages - -	15 9 10	5 15 6	1,250	840	160	250	- nil -	5 1 8	1 17 11
	Pentonville Prison—Fifth Report of Commissioners, fiscap. fol., 56 pages - - -	116 9 8	32 17 8	2,750	1,290	260	23	1,177	61 16 11	17 9 2
	Distress (Ireland)—Second Report of Relief Commissioners, fiscap. fol., 28 pages - -	23 12 9	13 19 8	2,500	1,290	788	200	222	11 9 2	6 15 5
	Lunatic Asylums (Ireland)—Inspector's Report on, fiscap. fol., 102 pages - - -	146 16 9	39 16 3	1,750	1,290	210	115	135	38 12 -	10 9 4
	Dover Bay (Harbour of Refuge)—Report on, fiscap. fol., 144 pages - - - -	320 7 2	71 2 -	1,750	1,290	160	41	259	84 4 3	18 14 -
	Criminal Offenders (Ireland)—Tables of, in 1846, fiscap. fol., 100 pages - - -	313 1 -	42 3 8	1,750	1,290	210	107	143	82 6 -	11 1 10
	Portugal—Protocol of a Conference relating to, fiscap. fol., 8 pages - - -	5 10 2	3 6 -	2,000	1,340	160	500	- nil -	1 19 2	1 4 -
	Emigration — Further Papers relative to, fiscap. fol., 32 pp.	25 15 -	11 8 5	1,750	1,290	160	51	249	6 16 -	3 - 1
	Parkhurst Prison—Reports relating to (1847), fiscap. fol., 24 pages - - - -	16 17 8	8 9 5	1,750	1,290	160	7	293	3 8 10	2 4 7
	Portugal—Correspondence relating to the Affairs of, fiscap. fol., 394 pages - - -	673 13 3	200 15 11	2,250	1,340	160	750	- nil -	287 8 8	85 13 2
	Portugal—Appendix to Correspondence relating to, fiscap. fol., 100 pages - - -	91 3 4	47 4 8	2,250	1,340	160	750	- nil -	38 18 -	20 3 1
	Factories—Reports from Inspectors for the Half-year ending 30 April 1847, fiscap., 34 pages - - - -	36 18 1	12 4 2	1,750	1,290	272	103	85	9 14 1	3 4 3
	Canada—Correspondence relative to the Affairs of, fiscap. fol., 10 pages - - -	7 15 1	3 10 11	1,750	1,290	325	50	85	2 - 10	- 18 8
	Criminal Law—Third Report of Commissioners, fiscap. fol., 100 pages - - - -	163 18 1	46 3 1	2,000	1,290	160	122	428	53 8 9	16 7 9
	Hulks at Woolwich—Report of Inspector of Prisons, fiscap. fol., 546 pages - - -	586 10 7	199 4 8	1,750	1,290	321	49	90	154 3 6	52 7 5
	Hulks at Woolwich—Index to Minutes of Evidence, fiscap. fol., 64 pages - - -	230 16 10	36 4 6	1,750	1,290	325	45	90	60 13 7	9 10 6
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	Tithes (England and Wales)—Report of Commissioners for 1847, fiscap. fol., 4 pages -	2 17 7	1 19 5	2,500	1,290	160	1,000	50	1 7 11	- 19 1
	Public Works (Ireland)—Reports of the Board, fiscap. fol., 14 pages - - - - -	10 10 -	7 1 9	2,500	1,290	818	142	220	5 2 -	3 8 8
	School of Design—Report of a Special Committee of the Council, fiscap. fol., 144 pages	169 18 -	63 10 8	2,000	1,290	379	250	81	60 7 -	22 11 2
	Distress (Ireland)—Third Report of the Relief Commissioners, fiscap. fol., 40 pages	36 9 2	19 17 8	2,500	1,290	785	205	220	17 12 11	9 12 6
	New Zealand—Correspondence with Governor Grey, fiscap. fol., 134 pages - - -	196 13 5	48 1 8	1,750	1,290	260	50	150	51 14 -	12 12 10
	Treaty of Commerce and Navigation with Tuscany, fiscap. fol., 8 pages - - -	6 1 1	2 17 9	1,750	1,340	160	250	- nil -	1 11 10	- 17 3

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	Treaties of Commerce and Navigation with France (1786 and 1787), fiscap. fol., 38 pp.	20 17 8	9 18 –	1,250	840	160	250	- nil -	6 17 –	3 5 –
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	Buckingham Palace—Plans of proposed New Buildings, fiscap. fol., 2 pages - -	149 5 6	15 4 2	2,000	1,290	160	71	479	53 – 1	5 8 –
	Board of Trade—Tables of the Revenue, Population, Commerce, &c. of the United Kingdom and its Dependencies (Part. XV., Sect. A.), 1845, fiscap. fol., 118 pages	168 17 –	52 14 –	2,000	1,290	260	260	190	59 19 –	18 15 –
	Mining Districts—Report of the Commissioners on, fiscap. fol., 40 pages - - -	42 12 10	24 18 6	2,500	1,290	160	802	248	20 12 10	12 1 4
	Canton River—Correspondence relative to, fcap. fol., 40 pages	27 15 10	14 12 11	1,750	1,340	160	250	- nil -	7 6 2	3 17 –
	Treaty with Prussia, &c.—Papers respecting the Termination of, fiscap. fol., 8 pages	5 10 7	2 17 9	1,750	1,340	160	250	- nil -	1 9 1	– 15 3
	Public Works (Ireland)—Fifteenth Annual Report of the Board, fiscap. fol., 84 pages	73 5 3	29 2 9	1,750	1,290	160	64	236	19 5 2	7 5 10
	Quarantine Laws—Correspondence respecting, fcap. fol. 20pp.	13 9 –	5 7 3	1,250	840	160	250	- nil -	4 9 –	1 15 3
	International Copyright—Accession of the Thuringian Union to, fiscap. fol., 8 pages	5 7 1	2 17 9	1,750	1,340	160	250	- nil -	1 8 2	– 15 3
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	Destitute Poor Relief (Ireland and Scotland)—Papers relating to Contributions from the Colonies, fiscap. fol., 20 pp.	18 15 5	7 1 9	1,750	1,290	324	51	85	4 18 9	1 17 4
	Slave Trade—(Class A.) Correspondence with British Commissioners (1846), fcap. fol., 410 pages - - -	379 11 3	171 8 6	2,000	1,340	160	500	- nil -	134 14 11	60 17 2
	Slave Trade—(Class B.) Correspondence with Foreign Powers, Parties to Treaties fiscap. fol., 338 pages - -	276 18 11	146 14 6	2,000	1,340	160	500	- nil -	98 6 4	52 1 9
	Slave Trade—(Class C.) Correspondence with Foreign Powers, Parties to Treaties, and Conventions, fcap. fol., 86 pages - - - - -	90 8 –	37 15 6	2,000	1,340	160	500	- nil -	32 2 –	13 8 3
	Slave Trade—(Class D.) Correspondence with Foreign Powers, not Parties to Treaties, fiscap. fol., 166 pages -	122 6 3	70 15 6	2,000	1,340	160	500	- nil -	44 5 2	25 2 7
	Lunacy—Further Report of Commissioners, 8th June 1847, royal 8vo., 512 pages	411 11 3	175 19 6	2,000	1,340	160	500	- nil -	146 2 2	62 9 6
	Distress (Ireland) — Fourth Report of Relief Commissioners, fiscap., 30 pages -	21 18 2	10 8 8	2,500	1,290	854	131	225	5 16 11	2 14 11
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	Fine Arts—Seventh Report of Commissioners, fiscap. fol., 22 pages - - - -	17 – 8	7 13 8	1,750	1,290	260	57	143	4 9 7	2 – 5
	Union Workhouses (Ireland)—Correspondence, Third Series, fiscap. fol., 224 pages -	332 16 10	94 8 9	2,000	1,290	566	64	80	118 3 3	33 10 7
	Prisons—Twelfth Report of Inspectors (IV. Scotland, Northumberland, and Durham), fiscap. fol., 164 pages	198 1 11	70 16 3	2,000	1,290	160	525	25	70 6 6	25 4 8
	Criminal Law in the Channel Islands—First Report of Commissioners (Jersey), fiscap. fol., 338 pages - -	317 1 7	125 13 –	1,750	1,290	260	42	158	85 14 7	33 – –
	Education—Minutes of Committee of Council (1846), fiscap. fol., 606 pages - -	1,005 1 2	290 6 9	2,250	1,290	582	103	275	428 16 6	123 17 7
	Prisons—Second Report of the Surveyor-General, fcap. fol., 114 pages - - - - -	428 17 5	84 19 9	1,750	1,290	160	152	148	112 14 8	22 6 10
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom and its Dependencies (Part XV., Section B.), 1845, fcap. fol., 226 pages -	366 – 3	95 8 6	2,000	1,290	260	209	241	120 18 9	33 17 7
	Colonial Possessions—Reports on the State of (1846), fcap. fol., 244 pages - - -	302 17 7	92 3 8	1,750	1,290	160	120	180	79 12 4	24 4 8
	Education in Wales—Report of Commissioners of Inquiry, Part I., fiscap. fol., 558 pages	974 16 8	259 1 6	2,250	1,290	160	754	46	415 18 7	110 10 10
	Education in Wales—Report of Commissioners of Inquiry, Part II., fcap. fol., 328 pages	490 12 6	157 18 10	2,250	1,290	160	704	96	209 6 8	67 7 10
	Education in Wales—Report of Commissioners of Inquiry, Part III., fcap. fol., 430 pages	659 15 9	194 5 10	2,250	1,290	160	757	43	281 10 3	82 18 –
	Poor Law—Appendices to the Thirteenth Report of Commissioners, fcap. fol., 228 pp.	440 7 1	134 7 5	2,500	1,290	160	782	268	213 2 8	65 – 9
	Tidal Harbours Commission—Appendix (C.) to Second Report, with Supplement and Index (Scottish Ports), fcap. fol., 778 pages - - -	1,626 12 4	354 9 2	2,000	1,290	515	60	135	577 9 –	125 16 8
	Rajah of Sattara—Correspondence with Captain Cogan relative to, fcap. fol., 56 pp. -	39 12 1	14 4 5	1,250	840	160	250	- nil -	12 19 10	4 13 4
	£.	23,295 5 10	7,048 8 1	- -	- -	- -	- -	- -	8,575 – 6	2,647 19 5
1847–8	Distress (Ireland)—Fifth, Sixth, and Seventh Reports of Relief Commissioners, fiscap. fol., 54 pages - - -	51 8 4	25 8 –	1,750	1,290	160	58	242	13 10 4	6 14 –
	Post Office—Additional Agreement with Hamburgh, 27 January 1841, fcap. fol., 4 pp.	– 17 2	1 3 8	1,500	1,290	160	2	48	– 2 5	– 3 4
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	Post Office—Agreement with Bremen, fiscap. fol., 4 pages	– 17 2	1 3 8	1,500	1,290	160	2	48	– 2 5	– 3 4
	Postal Convention with New Grenada, fiscap. fol., 14 pp. -	3 14 5	4 2 8	1,500	1,290	160	2	48	– 10 6	– 11 7
	Post Office—Additional Agreement with Hamburgh, 6 July 1847, fiscap. fol., 4 pages -	– 17 2	1 3 8	1,500	1,290	160	2	48	– 2 5	– 3 4
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	Post Office—Additional Agreement with Lubeck, fiscap. fol., 4 pages	– 17 2	1 3 8	1,500	1,290	160	2	48	– 2 5	– 3 4
	Slavery Abolition—Treaty with the Republic of the Equator	21 16 1	12 11 8	2,000	1,340	160	500	- nil -	7 14 10	4 9 5
	Millbank Prison—Fourth Report of Inspectors, fiscap. fol., 16 pages	17 7 9	5 14 2	1,750	1,290	160	6	294	4 11 5	1 10 1
	Valuation (Ireland)—Return of, for Dunfanaghy, Glenties, Letterkenny, and Milford, fiscap. fol., 6 pages	4 8 1	2 3 4	1,750	1,290	345	30	85	1 3 2	– 16 2
	Metropolitan Sanitary Commissioners — First Report of Commissioners, fiscap. fol., 56 pages	185 1 4	52 16 –	4,000	1,290	1,100	1,221	389	125 7 8	35 16 –
	International Copyright—Convention with Hanover, fiscap. fol., 10 pages	8 2 6	3 14 4	1,750	1,340	160	250	- nil -	2 2 10	– 19 7
	Copyholds — Sixth Report of Commissioners, fiscap. fol., 8 pages	7 12 8	6 9 11	2,750	1,290	310	1,150	- nil -	4 1 1	3 9 –
	Maynooth College—Second Report of Visitors, fiscap. fol., 8 pages	3 16 6	2 15 1	1,750	1,290	160	2	298	1 – 2	– 14 6
	New Zealand—Correspondence with Governor Grey, fiscap. fol., 90 pages	108 3 11	40 2 6	1,750	1,290	160	50	250	28 8 10	10 11 –
	Mails — Convention with the King of the French respecting, fiscap. fol., 8 pages	6 14 11	3 16 –	2,000	1,340	160	500	- nil -	2 7 11	1 7 –
	Navigation League and Trade —Union Report of Committee of the Senate of Hamburgh on, fiscap. fol., 90 pp.	69 19 2	22 16 3	1,250	840	160	250	- nil -	22 19 –	14 3 –
	Metropolitan Sanitary Commission—Minutes of Evidence, fiscap. fol., 192 pages	652 6 4	141 13 –	3,000	1,290	360	1,203	147	371 16 5	80 15 –
	Distress in Ireland—Papers relating to (4th Series), fiscap. fol., 284 pages	459 14 5	124 3 4	2,000	1,290	160	154	396	163 4 1	44 1 7
	Switzerland — Correspondence relative to, fiscap. folio, 328 pages	349 15 6	141 2 7	2,000	1,340	160	500	- nil -	124 3 5	50 2 1
	International Copyright—Accession of the Grand Duke of Oldenburgh to the Convention for, fiscap. fol., 8 pp.	4 4 7	2 17 9	1,750	1,340	160	250	- nil -	1 2 3	– 15 3
	New Zealand—Further Correspondence, fiscap. fol., 26 pp.	22 14 2	9 9 –	1,750	1,290	160	62	238	5 19 5	2 10 –
	Factories—Reports of Inspectors for the Half-year ending 31 October 1847, fiscap. fol., 44 pages	41 7 1	15 11 1	1,750	1,290	160	120	180	10 17 6	4 6 7
	Navigation Laws—Correspondence with the Minister from the United States respecting, fiscap, fol., 4 pages	1 13 8	1 – 8	1,250	840	160	250	- nil -	– 12 1	– 6 10
	Differential Duties—Memorial of the Prussian Department of Trade on, fiscap. fol., 16 pp.	7 8 10	4 2 6	1,250	840	160	250	- nil -	2 18 10	1 7 1
	Italy—Correspondence with the Austrian Government respecting, fiscap. fol., 8 pages	4 7 7	2 17 9	1,750	1,340	160	250	- nil -	1 3 1	– 15 3
	Gold — Quantity produced in Russia, fiscap. fol., 10 pages	3 8 7	1 8 11	1,250	840	160	250	- nil -	1 2 6	– 9 6
	Mr. Rayson's Claims on the Austrian Government — Papers	11 15 7	6 12 –	1,250	840	160	250	- nil -	3 17 4	2 4 –
	Poor Relief (Scotland)—Second Annual Report of the Board of Supervision, fiscap. fol., 252 pages	583 15 4	178 1 9	2,750	1,290	160	1,119	181	309 18 7	94 11 11

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1847–8 *cont.d.*	Inclosure Commission—Third Report of Commissioners, fiscap. fol., 18 pages	£. s. d. 15 4 11	£. s. d. 6 6 –	1,750	1,290	160	218	82	£. s. d. 4 – 3	£. s. d. 1 14 –
	Prisons—Twelfth Report of Inspectors (III. Southern and Western District), fiscap. fol., 460 pages	508 18 1	164 4 9	1,750	1,290	160	159	141	133 15 6	43 3 6
	Prisons—Thirteenth Report of Inspectors (II. Midland and Eastern District), fiscap. fol., 132 pages	136 19 1	49 5 3	1,750	1,290	160	79	221	36 – –	12 19 –
	Prisons—Thirteenth Report of Inspectors (V. Scotland), fiscap. fol. 54 pages	50 4 7	25 6 4	2,000	1,290	260	48	402	17 16 8	9 – –
	Metropolitan Sanitary Commission—Second Report of Commissioners, fiscap. fol., 40 pp.	44 5 –	27 19 2	3,500	1,290	660	1,204	356	27 19 –	17 13 1
	Cape of Good Hope—Correspondence relating to the Kafir Tribes, fiscap. fol., 136 pages	155 9 1	59 10 –	1,750	1,290	260	50	350	40 17 3	15 13 –
	Commercial Marine of Great Britain—Papers relating to, fiscap. fol., 448 pages	321 15 7	168 – 11	1,750	1,340	160	250	100	84 11 8	44 3 6
	Prisons (Scotland)—Ninth Report of the General Board of Directors, fiscap. fol., 136 pp.	125 – 11	64 12 2	2,250	1,290	160	703	97	53 7 1	27 11 4
	Coals suited to the Steam Navy—First Report of Sir H. de la Beche and Dr. Playfair, fiscap. fol., 68 pages	117 12 8	43 12 2	2,000	1,290	447	278	385	41 15 3	15 9 8
	Trade and Navigation Accounts for the months ended 5th February 1848, fiscap. fol., 6 pages	1 13 11	2 3 4	1,750	1,290	360	- nil -	100	– 8 11	– 11 5
	Cholera Cases—Report on the Capabilities of the Metropolitan Workhouses for the reception of, fiscap. fol., 70 pp.	93 6 11	45 9 7	3,250	1,290	160	750	1,050	56 5 11	27 8 7
	Roman Government — Representation made to the, in 1831, fiscap. fol., 10 pages	2 15 10	1 8 11	1,250	840	160	250	- nil -	– 18 4	– 9 6
	Distress (Ireland)—Papers relative to, Fifth Series, 1848, fiscap. fol., 710 pages	836 15 1	292 13 10	2,000	1,290	160	202	348	295 7 3	103 18 3
	Woollen and Cotton Goods—Papers relative to, fiscap., fol., 10 pages	6 3 11	3 14 3	1,750	1,340	160	250	- nil -	1 12 7	– 19 7
	Metropolitan Sanitary Commission—Minutes of Evidence to the Second Report, fiscap. fol., 46 pages	39 4 3	27 7 4	3,000	1,290	260	1,205	245	22 7 1	15 12 –
	Queen's Master Printer (Scotland)—Report by, fiscap. fol., 8 pages	3 5 5	2 7 3	1,500	1,290	160	- nil -	50	– 9 2	– 6 8
	Agricultural Produce (Ireland)—Returns of, in 1847, fiscap. fol., 108 pages	216 16 11	64 15 8	2,750	1,290	210	1,034	216	115 2 7	34 7 11
	Trade and Navigation Accounts for Two Months, ended 5th March 1848, fiscap. fol., 12 pages	3 2 7	4 2 8	1,750	1,290	260	- nil -	200	– 16 6	1 1 9
	Prisons—Twelfth Report of Inspectors (I. Home District), fiscap. fol., 258 pages	388 17 4	107 12 7	2,000	1,290	160	261	289	101 4 4	38 4 3
	Public Works (Ireland)—First Report of Commissioners of Audit, fiscap. fol., 70 pages	94 15 1	24 18 7	1,250	840	160	250	- nil -	31 1 8	8 3 7
	Tobago, British Guiana, and Trinidad,—Papers relative to, fiscap. fol., 20 pages	14 17 5	7 1 9	1,750	1,290	160	50	250	3 15 7	1 17 4
	Canton and Hong Kong—Returns of the Trade at, fiscap. fol., 18 pages	15 5 2	4 10 9	1,250	840	160	250	- nil -	4 19 10	1 9 10
	China—Papers relative to Commercial relations with, fiscap. fol., 10 pages	3 12 5	1 8 11	1,250	840	160	250	- nil -	1 3 10	– 9 6

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1847–8 *cont^d.*	Canton—Papers relative to the Murder of Six Englishmen in the Neighbourhood of, fiscap. fol., 82 pages	53 8 1	29 14 –	1,750	1,340	160	250	- nil -	14 – 10	4 19 –
	Merchant Seamen's Fund—Report of the Commissioners, fiscap. fol., 124 pages	105 2 4	46 14 1	1,750	1,290	260	20	180	27 12 8	12 5 6
	Emigration (North America)—Papers relative to, fiscap. fol., 70 pages	61 6 6	24 16 2	1,750	1,290	160	50	250	16 2 6	6 10 5
	Ceylon—Reports on the Finance and Commerce of, fiscap. fol., 146 pages	188 2 9	56 18 10	1,750	1,290	160	50	250	49 9 1	14 19 4
	Customs Duties (British Possessions)—Colonial Laws passed, fiscap. fol., 28 pages	21 19 2	10 – 10	1,750	1,290	160	62	238	6 15 3	2 12 9
	Spain—Correspondence between the British Government and the Government of, fiscap. fol., 12 pages	8 11 9	5 3 2	2,000	1,340	160	500	- nil -	3 1 –	1 16 2
	Spain—Appendix to Correspondence, fiscap. fol., 4 pp.	2 4 5	1 13 –	2,000	1,340	160	500	- nil -	– 15 10	– 11 5
	Railways—Passenger and Goods Traffic on, 1846 and 1847, fiscap. fol., 216 pages	243 2 10	80 3 5	1,750	1,290	160	43	257	63 13 6	18 13 10
	Railways—Report of Commissioners, 1848, fcp. fol., 224 pp.	229 10 5	83 19 8	1,750	1,290	260	43	157	60 6 8	22 1 6
	Trade and Navigation—Accounts relating to, 5th April 1848, fiscap. fol., 12 pp.	3 2 7	4 2 8	1,750	1,290	160	- nil -	300	– 16 6	1 1 9
	Criminal Law—Fourth Report of Commissioners, fiscap. fol., 214 pages	287 11 9	93 13 –	2,000	1,290	260	134	316	102 1 11	33 4 10
	Convict Discipline and Transportation—Correspondence relating to, fiscap. fol., 144 pp.	252 7 2	71 13 7	1,750	1,290	160	51	249	66 6 9	19 1 7
	Criminal Offenders (Scotland)—Tables of, for the year 1847, fiscap. fol., 108 pages	353 14 5	35 19 7	1,500	1,290	160	6	44	49 10 6	5 – 9
	Tidal Harbours Commission—Supplement II. to Appendix C. to Second Report, fiscap. fol., 38 pages	32 7 4	15 3 2	2,000	1,290	515	63	132	11 9 10	5 7 8
	Charitable Donations and Bequests (Ireland)—Third Report of Commissioners, fcap. fol., 26 pages	24 5 11	9 5 1	1,750	1,290	210	236	14	6 7 9	2 8 8
	Criminal Law in the Channel Islands—Second Report of Commissioners (Guernsey), fiscap. fol., 386 pages	383 17 11	142 17 11	1,750	1,290	260	27	173	100 18 3	37 11 3
	Spain—Correspondence with the Duke of Sotomayer, fiscap. fol., 72 pages	88 14 8	29 5 5	2,000	1,340	160	500	- nil -	31 10 1	10 8 11
	China—Rules and Regulations concerning the Trade in, fcap. fol., 48 pages	28 16 11	17 7 6	1,250	840	160	250	- nil -	9 9 3	5 7 3
	China—Ordinances issued in 1847 by the Authorities in, fiscap. fol., 12 pages	7 2 2	4 6 5	1,750	1,340	160	250	- nil -	1 17 5	1 2 9
	Criminal Offenders (England and Wales)—Tables of, for the year 1847, fcap. fol., 78 pages	237 1 2	31 16 3	1,750	1,290	200	252	8	62 6 3	8 7 3
	Spain—Despatch of Sir H. Bulwer, dated 30th May 1848, fiscap. fol., 16 pages	15 19 –	5 15 6	2,250	1,340	160	750	- nil -	6 16 2	2 9 2
	Trade and Navigation—Accounts relating to, 5th May 1848, fiscap. fol., 12 pages	3 2 7	4 2 8	1,750	1,290	260	- nil -	200	– 16 6	1 2 2
	Prisons (Ireland)—Twenty-sixth Report of Inspectors-General, fiscap. fol., 120 pp.	123 9 10	45 10 6	1,750	1,290	210	105	145	32 9 3	11 10 4
	Criminal Offenders (Ireland)—Tables of, in the year 1847, fiscap. fol., 106 pages	298 14 –	41 7 9	1,750	1,290	210	106	144	78 10 4	10 17 7
	Spain—Correspondence relating to the Removal of Sir Henry Bulwer, fiscap. fol.	30 6 1	11 18 9	2,000	1,340	160	500	- nil -	10 15 2	4 4 9

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1847–8 *cont^d.*	Distress (Ireland)—Papers relating to (Sixth Series), 1848, fiscap. fol., 1,080 pages -	1,063 1 7	437 11 10	2,000	1,290	160	155	395	377 7 11	155 7 7
	Distress (Ireland) — Supplementary Appendix to the Seventh and Last Report, fiscap. fol., 86 pages - -	101 19 1	34 5 1	2,000	1,290	160	102	448	36 3 11	12 18 2
	Factories—Reports of Inspectors for the Half-year ending 30th April 1848, fiscap. fol., 52 pages - - -	60 7 11	18 6 2	1,750	1,290	160	102	198	15 17 7	5 1 6
	Public Records—Ninth Report of the Deputy Keeper, fiscap. fol., 486 pages - - -	725 17 3	174 1 11	1,750	1,290	160	37	263	190 16 8	45 15 10
	The "Portfolio" Correspondence between Mr. Urquhart and Mr. Backhouse - -	10 5 3	5 3 2	1,250	840	160	250	- nil -	3 7 5	1 13 10
	Poor Law—Fourteenth Report of Commissioners, fcap. fol., 112 pages - - - - -	126 4 3	64 6 -	2,500	1,290	160	902	148	61 2 5	31 2 5
	Colonial Land and Emigration —Eighth General Report of Commissioners, fiscap. folio, 100 pages - - - -	88 15 3	34 13 -	1,750	1,290	160	50	250	23 6 11	9 2 2
	Ditto - - - — Plans referred to in, fiscap. fol., 4 pages - - - - -	66 2 2	7 14 10	1,750	1,290	160	50	250	17 8 2	2 - 8
	Trade and Navigation Accounts for the Month ended 5th June 1848, fcap. fol., 12 pp.	3 2 7	4 2 8	1,750	1,290	260	- nil -	200	- 17 5	1 1 9
	Poor Relief (Ireland) — First Annual Report of Commissioners, fiscap. fol., 192 pp. -	354 7 4	90 10 3	2,000	1,290	210	280	220	135 16 5	32 2 8
	Emigration (British Provinces in North America)—Further Papers, fiscap. fol., 58 pages	78 4 5	20 9 6	1,750	1,290	160	50	250	20 12 -	5 7 8
	Canada — Correspondence relative to, 1848, fiscap. fol., 8 pages - - - - -	5 17 9	2 19 1	1,750	1,290	160	50	250	1 11 9	- 15 6
	Mosquito Territory — Correspondence respecting, fiscap. fol., 146 pages - - - -	159 19 7	41 15 3	1,250	840	160	250	- nil -	52 9 11	13 14 -
	Births, Deaths, and Marriages (England) —Eighth Annual Report of the Registrar-General, fiscap. fol., 486 pages - - - - -	754 5 -	251 6 8	2,500	1,290	160	1,020	30	365 1 4	121 12 11
	Navigation Laws—Correspondence with the Governor-General of Canada, fiscap. fol., 18 pages - - - -	12 5 7	6 6 -	1,750	1,290	160	50	250	3 5 -	1 13 1
	Cape of Good Hope (Kaffir Tribes—Correspondence relative to, fiscap. fol., 88 pp.	170 2 7	42 3 6	1,750	1,290	260	50	150	26 5 10	11 1 9
	Slave Trade—Papers relating to King Pepple and the Chiefs of the Bonny, fiscap. folio, 44 pages - - - - -	37 2 10	11 11 -	1,250	840	160	250	- nil -	12 3 10	3 15 9
	Emigration (British Provinces in North America)—Further Papers, fiscap. fol., 26 pages	22 1 -	9 5 1	1,750	1,290	160	50	250	5 16 4	2 8 8
	Pentonville Prison—Sixth Report of Commissioners, fcap. fol., 58 pages - - -	104 13 6	27 7 3	2,250	1,290	160	711	89	44 13 9	11 13 6
	Law of Marriage—First Report of Commissioners, fiscap. fol., 206 pages - - - - -	330 6 7	90 2 2	2,000	1,290	664	46	- nil -	127 3 4	31 19 9
	Commercial Tariffs — Part XXII., India, Ceylon, and other Oriental Countries, pott fol., 384 pages - - -	824 12 2	255 12 -	1,600	1,340	160	100	- nil -	159 15 5	49 10 6
	Slave Trade—(Class A.) Correspondence with British Commissioners, fiscap. folio, 354 pages - - - - -	370 10 10	155 19 2	2,000	1,340	160	500	- nil -	161 11 4	55 7 4

(*continued*)

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1847–8 *cont^d.*	Slave Trade—(Class B.) Correspondence with Foreign Powers, fcap. fol., 372 pages	352 13 3	160 14 –	2,000	1,340	160	500	- nil -	125 4 11	57 1 –
	Slave Trade—(Class C.) Correspondence with Foreign Powers, fcap. fol., 68 pages	57 10 5	32 4 2	2,000	1,340	160	500	- nil -	20 8 5	11 8 8
	Slave Trade—(Class D.) Correspondence with Foreign Powers, fcap. fol., 134 pages	129 10 4	58 2 5	2,000	1,340	160	500	- nil -	45 19 9	20 12 8
	Metropolitan Sanitary Commission — Third Report of Commissioners, fiscap. fol., 30 pages - - - -	167 15 5	27 – 2	3,500	1,290	360	1,404	446	107 10 4	17 1 1
	Natal — Correspondence relative to the Establishment of, fiscap. fol., 234 pages -	208 5 11	88 1 8	1,750	1,290	260	50	150	56 5 9	23 3 1
	National Education (Ireland)—Fourteenth Report of Commissioners, fcap. fol., 206 pp.	273 4 6	77 16 2	1,750	1,290	210	30	220	71 16 5	20 9 1
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom and its Dependencies (Part XVI., Sec. A. 1846), fiscap. fol., 130 pages	179 9 10	57 8 6	2,000	1,290	160	204	346	63 15 8	20 7 9
	Public Works (Ireland)—Sixteenth Report from the Board, fiscap. fol., 32 pages	11 5 9	11 4 5	1,750	1,290	160	80	220	3 – 2	2 19 –
	Public Works (Ireland)—Sixteenth Report from the Board, with Appendices, fiscap. fol., 308 pages - -	639 14 9	152 19 –	1,750	1,290	160	52	248	168 1 7	40 4 1
	Trade and Navigation Accounts for the Month and for Six Months ending 5 July 1848, fiscap. fol., 12 pages -	3 2 7	4 2 8	1,750	1,290	260	- nil -	200	– 17 5	1 1 9
	Emigration (British Provinces in North America)—Papers relative to, fcap. fol., 24 pp.	22 6 8	8 9 4	1,750	1,290	160	50	250	6 18 5	2 5 6
	Emigration (Australian Colonies) — Papers relative to, fiscap. fol., 196 pages - -	282 – 11	77 10 4	1,750	1,290	160	50	250	74 2 9	20 7 6
	Vagrancy—Reports and Communications on, fiscap. fol., 112 pages - - - - -	130 5 11	72 9 –	3,250	1,290	160	1,520	280	78 12 11	43 13 11
	Inclosure Commission—Fourth Report, fiscap. fol., 6 pages	3 11 9	2 3 4	1,750	1,290	160	200	100	– 19 1	– 11 5
	Consuls—List of, in Her Majesty's Service, fiscap. fol., 20 pages - - - - -	23 2 8	5 3 2	1,250	840	160	250	- nil -	7 12 –	1 13 11
	Churches and Chapels Abroad —Grants made to, 1844 to 1847, fiscap. fol., 2 pages -	2 9 10	1 – 8	1,250	840	160	250	- nil -	– 17 –	– 6 10
	Millbank Prison—Fifth Report of Inspectors, fiscap. fol., 16 pages - - - - -	19 14 –	4 14 6	1,500	1,290	160	1	49	2 16 5	4 4 11
	Sugars—Report of the Finance Minister of Belgium, fiscap. fol., 56 pages - - - -	72 3 1	14 8 6	1,250	840	160	250	- nil -	23 13 8	4 14 8
	Mining Districts — Report of the Commissioners on, fcap. fol., 18 pages - - - -	10 19 7	8 1 5	2,250	1,290	160	776	24	4 14 10	3 8 11
	New South Wales (Crown Lands)—Papers relative to the Occupation of, fcap. fol., 142 pages - - - - -	190 6 5	50 15 10	1,750	1,290	160	50	250	50 – 8	37 5 5
	Mining Inspection (France and Belgium) — Report, fiscap. fol., 24 pages - - - -	18 14 9	10 12 8	2,250	1,290	160	771	29	8 – 10	4 – 7
	Births, Deaths, and Marriages (England) — Ninth Annual Report of the Registrar-General, fiscap. fol., 118 pages	163 12 3	52 10 1	2,000	1,290	160	521	29	58 2 –	18 12 10
	Prisons—Thirteenth Report of Inspectors (IV. Northern District), fcap. fol., 150 pp.	163 19 10	70 18 1	2,000	1,290	160	584	216	58 5 3	30 5 1

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1847–8 *contd.*	Education — Minutes of the Committee of Council, with Appendices, fiscap. fol., 110 pages	1,032 9 8	221 5 3	1,750	1,290	160	294	6	329 8 8	85 19 5
	Distress (Ireland)—Papers relating to (Seventh Series, 1848), fiscap. fol., 260 pages	267 1 6	109 8 –	2,000	1,290	210	285	215	94 17 2	38 16 9
	Agricultural Produce (Ireland) —Return, Part II., fiscap. fol., 18 pages	65 14 3	19 14 4	2,750	1,290	260	1,002	198	29 1 9	10 13 11
	Prisons—Thirteenth Report of Inspectors (III. Southern and Western District), fiscap. fol., 228 pages	334 4 9	83 10 4	1,750	1,290	160	107	193	87 19 –	21 19 1
	New Zealand—Further Papers relative to (Correspondence with Governor Grey), fiscap. fol., 194 pages	210 4 8	71 2 6	1,750	1,290	160	62	238	55 5 5	18 17 10
	Parkhurst Prison—Reports relating to, 1848, fiscap. fol., 26 pages	20 7 2	7 13 7	1,750	1,290	160	7	293	5 7 2	2 – 6
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom and its Dependencies, Part XVI., 1846, fiscap. fol., 220 pages	351 15 6	92 17 3	2,000	1,290	160	203	347	124 17 11	21 3 7
	Colonial Possessions—Annual Reports by Governors of British Colonies on the Past and Present State of (1847), fiscap. fol., 318 pages	328 17 7	116 7 11	1,750	1,290	160	120	180	86 8 10	30 7 9
	Prisons—Thirteenth Report of Inspectors (I. Home District), fiscap. fol., 226 pages	402 9 10	112 7 1	2,000	1,290	160	255	295	142 18 7	39 17 9
	£.	20,526 11 3	6,590 8 2	– –	– –	– –	– –	– –	6,908 1 1	2,291 16 9
1849	Letter from the Lord Lieutenant of Ireland to the Secretary of State for the Home Department, fiscap. fol., 4 pages	1 13 11	1 5 8	1,500	1,290	160	30	20	– 4 10	– 3 8
	General Post Office — Additional Articles to the Convention with France, fiscap. fol., 4 pages	– 14 8	1 3 8	1,500	1,290	160	2	48	– 2 10	– 3 4
	Fine Arts—Eighth Report of Commissioners (with Appendix), fiscap. fol., 10 pages	5 4 9	3 10 10	1,750	1,290	160	29	271	1 13 5	– 18 4
	Distressed Unions in the West of Ireland—Papers relating to the Aid afforded to, fiscap. fol., 70 pages	90 18 11	28 7 7	2,000	1,290	160	242	308	29 1 7	10 5 10
	Poor Relief (Scotland)—Third Annual Report of the Board of Supervision, fiscap. fol., 154 pages	266 3 8	92 17 6	2,750	1,290	210	1,116	134	141 6 5	48 18 5
	Post Office Convention with America, December 1848, fiscap. fol., 24 pages	15 15 4	7 1 9	1,500	475	– nil –	2	1,023	2 4 3	4 16 11
	Slave Trade (Additional Articles)—Treaty with the Netherlands for the Suppression of, fiscap. fol., 8 pages	6 17 3	2 17 9	1,750	1,340	160	250	– nil –	1 12 11	– 15 –
	Borneo—Treaty of Friendship and Commerce with the Sultan of, fiscap. fol., 8 pages	5 6 9	2 17 9	1,750	1,340	160	250	– nil –	1 8 3	– 15 –
	Poor Law Unions and Electoral Divisions (Ireland) — First Report of Commissioners, fiscap. fol., 58 pages	85 14 4	23 8 7	2,000	1,290	260	241	209	30 9 2	8 6 10
	Ditto — — —Plans referred to in, fiscap. fol., 2 pages	137 1 5	10 2 –	2,000	1,290	260	241	209	81 – 3	4 1 4

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1849 *contd.*	Navigation Laws — Correspondence with the Governor-General of Canada on the Operation of, fiscap. fol., 14 pages	£. s. d. 9 15 2	£. s. d. 4 18 6	1,750	1,290	260	50	150	£. s. d. 2 12 2	£. s. d. 1 5 9
	Factories—Reports of Inspectors for the Half-year ending 31 October 1848, fiscap. fol., 152 pages - - - -	222 15 8	53 3 2	1,750	1,290	160	130	170	58 10 6	13 19 7
	Ceylon—Papers relative to the Affairs of, fiscap. fol., 382 pp.	455 11 1	146 16 4	1,750	1,290	160	50	250	119 16 1	46 13 4
	Distressed Unions in the West of Ireland (Papers in continuation), fiscap. fol., 10 pages -	7 10 –	3 18 9	2,000	1,290	160	248	302	2 13 3	1 8 –
	Inclosure Commission — Fifth Report of Commissioners, 1849, fiscap. fol., 18 pages -	14 4 4	5 16 –	1,750	1,290	160	218	82	3 15 9	1 10 6
	Mining Inspection in Germany — Report on, fiscap. fol., 14 pages - - - - -	10 10 4	5 10 3	2,000	1,290	160	550	- nil -	3 15 –	1 19 2
	Convict Discipline and Transportation — Further Correspondence, fiscap. fol., 286 pp.	381 1 8	107 18 7	1,750	1,290	160	51	249	100 3 8	28 2 8
	Distressed Unions in the West of Ireland—Further Papers, fiscap. fol., 34 pages - -	31 4 9	13 11 3	2,000	1,290	160	148	402	11 2 –	4 11 –
	Poor Relief (England)—Report of Commissioners, 1848, fcap. fol., 86 pages - - -	140 17 8	68 10 3	4,046	1,290	256	2,500	- nil -	95 8 11	57 8 4
	Emigration (North America)—Papers relative to, fiscap. fol., 88 pages - - - - -	73 5 10	30 14 3	1,750	1,290	160	52	248	19 5 3	8 1 5
	Mint—Report of Commissioners on the Constitution, Management, and Expense of, fiscap. fol., 318 pages - -	430 14 5	118 10 5	1,750	1,290	260	72	128	113 4 4	31 3 1
	Tariff of Brazil — Correspondence relating to Alterations in, fiscap. fol., 14 pages -	7 14 3	3 14 3	1,250	840	160	250	- nil -	2 10 7	1 4 4
	Lunacy—Third Annual Report of Commissioners, fcap. fol., 14 pages - - - - -	7 8 –	2 15 2	1,000	840	160	250	- nil -	2 8 6	– 8 10
	Navigation Laws—Correspondence with Foreign States on the proposed Relaxation of, fiscap. fol., 44 pages - -	26 2 –	11 6 11	1,250	840	160	250	- nil -	3 6 5	3 14 5
	Navigation Laws—FurtherCorrespondence, fcap. fol., 12 pp.	6 2 7	3 1 11	1,250	840	160	250	- nil -	1 18 6	1 – 3
	British North America—Final Report of Officers on the Quebec and Halifax Railway, and on Public Works in Canada, fiscap. fol., 74 pages	121 5 3	31 2 4	1,750	1,290	160	62	238	31 17 6	8 4 –
	Navigation Laws—FurtherCorrespondence, fcap. fol., 6 pp. -	3 15 9	2 3 5	1,750	1,290	160	125	175	– 19 11	– 17 8
	Prisons of Great Britain—Fourteenth Report of Inspectors, (II. Midland and Eastern District), fcap. fol., 92 pages	65 13 1	30 4 –	1,750	1,290	160	48	152	17 5 2	7 18
	Prisons of Great Britain—Fourteenth Report of Inspectors, (V. Scotland),fcap.fol.,40 pp.	32 13 7	15 15 –	2,000	1,315	160	506	19	11 3 10	5 7 11
	Navigation Laws—FurtherCorrespondence, fcap. fol., 8 pp.	4 14 3	2 15 2	1,750	1,315	160	75	200	1 3 5	– 13 3
	Navigation Laws—Reply of the United States Government, fiscap. fol., 8 pages - -	4 13 6	2 17 9	1,750	1,340	160	250	- nil -	1 3 3	– 14 4
	Prisons in Scotland — Tenth Report of the General Board of Directors, fcap.fol.,104 pp.	164 3 4	54 3 5	2,250	1,315	160	702	73	70 1 5	22 6 6
	Navigation Laws—FurtherCorrespondence, fcap. fol., 4 pp.	2 3 10	1 8 11	1,750	1,340	160	250	- nil -	1 10 10	– 7 2
	Copyholds—Seventh Report of Commissioners, fiscap. fol., 4 pages - - - - -	3 14 5	1 19 5	2,500	1,315	160	1,000	25	1 15 4	– 18 4

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1849 *cont^d.*	Paymaster General's Office — Treasury Minute of the Government of, fiscap. fol., 30 pages	£. s. d. 14 12 9	£. s. d. 10 9 8	1,750	1,315	160	150	125	£. s. d. 3 12 1	£. s. d. 2 7 5
	Navigation Laws—Further Correspondence, fiscap. folio, 16 pages	10 1 11	5 15 6	1,750	1,340	160	250	- nil -	2 11 10	1 8 8
	Unions and Workhouses, Ireland — Papers relating to, Eighth Series, 1849, fiscap. fol., 348 pages	517 11 -	155 13 5	2,000	1,315	210	282	193	177 5 2	53 12 9
	Spanish Tariff — Alterations made in, fiscap. fol., 4 pages	2 17 2	1 - 8	1,250	840	160	250	- nil -	1 6 8	- 6 9
	Neapolitan Army in Sicily — Correspondence relative to, fiscap. fol., 114 pages	72 16 9	39 16 5	1,750	1,340	160	250	- nil -	29 10 8	9 17 11
	Sicily—Despatch from Viscount Palmerston to the Honourable William Temple, fiscap. fol., 4 pages	1 17 1	1 - 8	1,250	840	160	250	- nil -	- 12 5	- 6 9
	Public Records—Tenth Report of Deputy Keeper, fcap. fol., 346 pages	256 1 -	124 1 1	1,750	1,315	160	62	213	63 12 11	20 16 8
	Public Works (Ireland)—Final Report of the Board, fiscap. fol., 12 pages	8 7 3	3 14 11	1,500	1,315	160	- nil -	25	1 - 7	- 9 3
	Navigation Laws—Further Correspondence, fcap. fol., 4 pp.	2 3 10	1 8 11	1,750	1,340	160	250	- nil -	- 10 11	- 7 2
	Debts due by Foreign States to British Subjects — Circular respecting, fiscap. fol., 4 pp.	1 18 8	1 - 8	1,250	840	160	250	- nil -	- 12 8	- 6 9
	Turnpike Trusts—Income and Expenditure of, in 1846, fcap. fol., 138 pages	197 18 11	52 15 10	1,750	1,315	160	3	272	48 16 7	12 17 8
	Darley Main Colliery—Reports on the Explosion in, fiscap. fol., 12 pages	9 9 5	4 14 6	2,000	1,315	260	301	124	3 4 10	1 12 4
	Ditto - - - Plan referred to, fiscap. fol., 4 pages	23 6 3	7 3 4	2,000	1,315	210	300	175	7 19 8	2 9 1
	Audit Office—State of Accounts in, and Report of Commissioners, fiscap. fol., 72 pages	71 11 2	24 16 2	1,750	1,315	160	200	75	17 15 9	6 3 4
	Board of Trade — Tables of the Revenue, Population, Commerce, &c. of the United Kingdom and its Dependencies — Supplement to Part XIV., fiscap. fol., 550 pages	775 14 7	223 19 8	2,000	1,315	160	204	321	265 13 9	76 14 3
	Lunatic Asylums (Ireland)—Report of Inspectors, fiscap. fol., 3 pages	32 17 1	11 4 11	1,750	1,315	160	150	125	8 3 4	2 15 11
	Prisons of Great Britain—Fourteenth Report of Inspectors (IV. Northern District), fcap. fol., 96 pages	113 12 7	43 2 5	2,250	1,315	160	510	265	47 4 4	17 18 4
	Cape of Good Hope—Correspondence relative to the Kafir Tribes, fcap. fol., 46 pp.	41 3 3	15 7 11	1,750	1,315	160	50	225	10 4 9	3 15 6
	Annuity Tax (Edinburgh City and Canongate)—Report on, fiscap. fol., 116 pages	94 5 5	39 19 5	1,750	1,315	160	127	148	25 16 3	9 18 8
	Sicilian Affairs — Correspondence relative to (1814–1816), fiscap. fol., 12 pages	6 4 1	4 6 8	1,750	1,340	160	250	- nil -	1 10 6	1 1 6
	Natal—Correspondence relating to, fiscap. fol., 108 pages	84 5 11	39 12 7	1,750	1,315	260	50	125	20 14 4	9 14 7
	Distressed Unions in the West of Ireland—Further Papers relating to, fiscap. fol., 50 pp.	43 3 2	20 1 8	2,000	1,315	160	148	377	14 15 8	6 17 7
	Railways—Report of Commissioners (1848–II.), fiscap. fol., 232 pages	230 4 2	85 5 11	1,750	1,315	260	64	111	57 4 5	13 10 8
	Naples and Sicily—Correspondence respecting the Affairs of, fiscap. fol., 848 pages	777 6 2	315 7 1	1,750	1,340	160	250	- nil -	193 4 4	76 - 1

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1849 *cont^d.*	Earthquake at Wellington, New Zealand—Papers relative to, fiscap. fol., 8 pages	5 – 1	2 15 2	1,750	1,315	160	50	225	1 4 10	– 13 9
	Canada—Papers relative to the Affairs of, fiscap. fol., 24 pp.	18 13 1	8 9 5	1,750	1,315	160	50	225	4 12 9	2 2 1
	Jamaica—Papers relative to the affairs of, fcap. fol., 180 pp.	181 17 11	63 15 9	1,750	1,315	160	50	225	45 4 3	15 17 1
	National Education (Ireland)—Fifteenth Report of Commissioners, fiscap. fol., 12 pp.	13 9 10	4 6 8	2,000	1,315	210	231	244	4 12 5	1 9 8
	National Education (Scotland)—Appendix to the Fifteenth Report, fiscap. fol., 268 pp.	378 – –	113 3 5	2,000	1,315	210	230	245	129 9 4	38 15 2
	Criminal Offenders (Ireland)—Number in 1848, fiscap. fol., 100 pages	261 7 3	39 16 3	1,750	1,315	210	90	135	69 19 4	9 17 10
	Spanish Tariff — Supplement containing, fcap. fol., 36 pp.	43 3 3	4 6 8	1,250	840	160	250	- nil -	14 3 2	1 8 5
	Prisons of Ireland—Twenty-seventh Report of Inspector-general, fiscap. fol., 116 pp.	111 16 –	45 10 5	1,750	1,315	210	112	113	27 15 9	11 6 3
	Quarantine Report by the General Board of Health, demy 8vo., 172 pages	196 19 11	58 14 3	3,950	1,315	260	2,375	- nil -	101 1 –	30 2 4
	Punjab — Papers relating to, 1847 to 1849, foolscap folio, 680 pages	606 15 6	282 16 –	2,000	1,340	160	500	- nil -	207 16 5	96 18 2
	Maynooth College—Third Report of the Visitors, fiscap. fol., 2 pages	– 19 9	– 15 9	1,750	1,315	160	30	245	– 4 –	– 3 11
	Canada — Further Papers relative to the Affairs of, fiscap. fol., 16 pages	12 6 7	5 14 2	1,750	1,315	160	50	225	2 11 3	1 8 4
	Australian Colonies—Proposed Alterations in the Constitution of, fiscap. fol., 48 pp.	46 5 5	16 18 8	1,750	1,315	260	75	100	11 10 6	4 4 2
	Punjaub—Continuation of Papers, fiscap. fol., 28 pp.	17 9 3	11 11 –	2,000	1,340	160	500	- nil -	5 19 7	3 19 1
	Vaccine Establishment — Report from 1849, fiscap. fol., 2 pages	– 19 –	– 15 9	1,750	1,315	160	- nil -	275	– 4 9	– 3 11
	Distressed Unions (West of Ireland)—Further Papers relating to, fiscap. fol., 50 pp.	45 – –	16 2 6	2,000	1,315	160	48	477	15 8 3	5 10 5
	Canada—Further Papers relative to, fiscap. fol., 48 pp.	38 18 10	16 18 8	1,750	1,315	160	50	225	14 8 10	4 4 2
	Criminal Offenders (Scotland)—Tables of, for 1848, fiscap. fol., 108 pages	53 – 5	35 19 8	1,500	1,315	160	2	23	6 10 9	4 9 6
	Maynooth College — Fourth Report of the Visitors, 1849, fiscap. fol., 4 pages	1 11 9	1 7 8	1,750	1,315	160	- nil -	275	– 8 –	– 6 10
	Criminal Offenders (England and Wales)—Tables of, for the year 1848, fiscap. fol., 78 pages	236 4 3	31 11 2	1,750	1,315	160	252	23	58 12 6	7 14 10
	Colonial Land and Emigration Commissioners — Ninth General Report, 1849, fiscap. fol., 96 pages	95 1 10	33 17 3	1,750	1,315	260	75	100	20 11 4	8 8 4
	Rome — Correspondence respecting the Affairs of, fiscap. fol., 16 pages	10 3 1	5 15 6	1,750	1,340	160	250	- nil -	2 10 6	1 8 8
	Factories—Reports of Inspectors for Half-year ending 30th April 1849, fiscap. fol., 66 pp.	58 7 2	22 16 9	1,750	1,315	160	112	163	14 10 1	5 13 6
	Guatemala—Treaty of Friendship, Commerce, and Navigation with, foolscap folio, 12 pages	8 5 7	4 6 8	1,750	1,340	160	250	- nil -	2 1 1	1 1 7
	Coals suited to the Steam Navy — Second Report on, by Sir H. de la Beche and Dr. Playfair, fiscap. fol., 58 pp.	44 9 8	22 16 9	2,000	1,315	460	123	102	15 4 8	7 16 5

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1849 *contd.*	Births, Deaths, and Marriages (England) — Appendix to Ninth Annual Report of the Registrar-general, fiscap. fol., 446 pages	595 18 6	192 1 9	2,000	1,315	160	504	21	204 2 6	65 15 10
	Civita Vecchia—Instructions by the Government of France respecting, fiscap. fol., 8 pp.	4 15 6	2 17 9	1,750	1,340	160	250	- nil -	1 3 10	- 17 3
	Kilrush Union—Papers relating to Evictions in, fiscap. fol., 58 pages	85 3 3	22 17 5	2,000	1,315	160	48	477	29 3 5	7 16 8
	Education—Minutes of Committee of Council (1848–49) demy 8vo., 116 pages	305 10 11	148 19 2	11,750	1,315	160	10,002	273	271 6 11	132 5 9
	African Slave Trade Suppression—Treaty containing the Accession of Belgium to the Treaty for, foolscap fol., 12 pages	9 11 9	4 6 8	1,750	1,340	160	250	- nil -	2 7 9	1 1 7
	Austrian Troops—Communication respecting the Advance of, fiscap. fol., 4 pages	2 - 7	1 8 11	1,750	1,340	160	250	- nil -	- 10 1	- 7 3
	Charitable Donations and Bequests (Ireland) — Fourth Report of Commissioners, fiscap., 18 pages	18 7 5	6 10 -	1,750	1,315	210	40	185	4 11 5	1 12 4
	Inclosure Commission—Special Report, fiscap. fol., 4 pages	2 8 9	1 7 8	1,750	1,315	160	200	75	- 12 1	- 6 11
	Loan Fund Board (Ireland)—Eleventh Annual Report of Commissioners, fiscap. fol., 26 pages	26 2 1	9 1 2	1,750	1,315	160	136	139	6 10 -	2 7 11
	Poor Law Unions (Ireland)—Statistical Statements from, to 31 March 1849, fscap. fol., 20 pages	48 14 9	7 1 9	1,750	1,315	210	130	95	12 3 -	1 15 3
	Italy—Correspondence (Part I.) respecting, 1846 and 1847, fiscap. fol., 310 pages	235 17 9	127 14 1	1,750	1,340	160	250	- nil -	58 16 6	31 14 11
	Public Works (Ireland)—Seventeenth Report from the Board of, with Appendices, fiscap. fol., 286 pages	332 9 6	113 10 9	1,750	1,315	160	110	165	82 12 10	28 4 6
	Signet and Privy Seal Offices—Report of the Committee, fiscap. fol., 96 pages	71 11 6	34 1 2	1,750	1,315	160	12	263	17 15 8	8 15 1
	Criminal Law—Fifth Report of Commissioners, fiscap. fol., 202 pages	229 8 8	87 3 2	2,000	1,315	160	100	425	78 11 7	29 17 1
	Pentonville Prison — Seventh Report of Commissioners, fiscap fol., 24 pages	31 15 -	11 1 8	2,250	1,315	160	312	463	13 4 -	4 12 2
	Board of Trade—Tables of the Revenue, Population, Commerce, &c. of the United Kingdom and its Dependencies (Part XVII. Section A., 1847), fiscap. fol., 124 pages	170 3 11	55 9 2	2,000	1,315	160	204	321	58 5 10	18 19 11
	Municipal Boroughs (England and Wales)—Accounts of, for One Year, ending 31 August 1848, fiscap. fol., 4 pp.	4 4 8	1 3 8	1,500	1,315	160	4	21	- 10 4	- 3 -
	Spanish Tariff, 17 July 1849, fiscap. fol., 12 pages	8 8 8	4 6 11	1,750	1,340	160	250	- nil -	2 3 2	1 1 9
	Denmark and Prussia—Preliminaries of Peace and Convention of Armistice between, 10 July 1849, fiscap. fol., 16 pages	9 19 1	5 15 6	1,750	1,340	160	250	- nil -	2 9 6	1 8 9
	Moldavia and Wallachia—Act between Turkey and Russia relative to, fiscap. fol., 8 pp.	4 10 7	2 17 9	1,750	1,340	160	250	- nil -	1 2 7	- 17 3
	Tithe Commission—Report of, for the Year 1848, fiscap. fol., 2 pages	1 2 9	- 19 9	2,500	1,315	160	1,000	25	- 10 8	- 9 5

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1849 *contd.*	Italy — Correspondence (Part II.) respecting, January to June 1848, fcap. fol., 644 pp.	747 3 3	241 3 7	1,750	1,340	160	250	- nil -	185 14 6	59 19 5
	Mining Districts — Report of Commissioners, 1849, fcap., 28 pages - - - -	20 7 3	12 8 2	2,250	1,315	160	775	- nil -	8 9 -	5 3 2
	Military Prisons — Report of Inspector-general, fcap. fol., 24 pages - - - -	25 13 11	8 5 5	2,250	1,315	160	705	70	6 7 9	2 1 2
	Education (England and Wales) —Minutes of the Committee of Council for 1847, 1848, 1849 (Schools of Parochial Unions), demy 8vo., 368 pp.	492 4 10	195 15 7	6,750	1,315	160	5,000	275	396 6 9	157 12 10
	Prisons of Great Britain—Fourteenth Report of Inspectors (III., Southern and Western Districts), fcap. fol., 74 pages	60 4 11	25 15 11	1,750	1,315	160	156	119	14 19 10	4 8 3
	Births, Deaths, and Marriages, England — Tenth Annual Report of the Registrar-General, fiscap. fol., 14 pages -	14 18 3	4 18 5	1,750	1,315	206	229	- nil -	3 14 1	1 4 6
	Parkhurst Prison—Reports relating to, 1848, fiscap. fol., 22 pages - - - -	17 2 11	7 13 8	1,750	1,315	160	7	268	4 5 3	1 18 3
	Public Health—Report by the General Board, July 1849, demy 8vo., 136 pages - -	96 12 7	49 18 9	4,000	1,315	260	2,425	- nil -	64 17 2	33 10 6
	Agricultural Produce (Ireland) —Returns for 1848, fiscap. fol., 178 pages - - -	405 11 2	86 3 5	2,000	1,315	210	280	195	138 18 2	29 10 4
	Poor Law Unions (Ireland)— Statistical Statements for Quarter ended 30 June 1849, fiscap. fol., 20 pages - -	38 8 8	7 1 9	1,750	1,315	210	130	95	9 11 8	1 15 3
	Poor Laws (Ireland)—Second Annual Report of the Commissioners, demy 8vo., 272 pages - - - -	232 7 7	81 11 4	3,750	1,315	210	2,030	195	150 18 4	52 19 4
	China Trade—Returns of, in 1847 and 1848, fiscap. fol., 138 pages - - - -	142 2 1	36 2 -	1,250	840	160	250	- nil -	47 12 1	11 16 10
	New Zealand—Correspondence with Governor Grey, fiscap. fol., 132 pages - - -	143 9 6	53 16 2	1,750	1,315	160	50	225	35 13 -	13 7 7
	Convict Discipline and Transportation — Further Correspondence, fiscap. fol., 70 pp.	306 2 6	96 1 6	1,750	1,315	160	101	174	76 2 6	22 15 3
	Italy—Correspondence respecting the Affairs of, Part III., fiscap. fol., 706 pages - -	780 7 1	257 19 7	1,750	1,340	160	250	- nil -	182 16 11	60 8 10
	Railway Structures—Report of Commissioners on the application of Iron, and Plans referred to, fiscap. fol. -	1,621 16 11	336 2 -	1,750	1,315	210	130	95	403 3 5	85 11 3
	Board of Trade—Tables of the Revenue, Population, Commerce, &c., of the United Kingdom and its Dependencies, Part XVII., 1847, fcap. fol., 254 pages - - -	431 6 3	93 18 -	2,000	1,315	160	204	321	147 15 4	32 3 3
	Italy—Correspondence respecting the Affairs of, Part IV., fiscap. fol., 242 pages - -	260 2 8	92 9 11	1,750	1,340	160	250	- nil -	61 17 5	21 13 5
	Colonial Possessions—Report on the Past and Present State, fiscap. fol., 544 pages	517 1 11	171 13 6	1,750	1,315	160	100	175	128 11 5	42 12 1
	Slave Trade—(Class A.) Correspondence, fiscap. fol. -	327 4 8	77 2 9	1,150	840	160	150	- nil -	91 16 8	20 15 11
	Slave Trade—(Class B.) Correspondence, fiscap. fol. -	483 1 -	114 9 4	1,150	840	160	150	- nil -	130 4 4	30 17 2
	Commercial Tariffs — (Part XXIII.), pott. fol. 656 pages	850 9 9	215 5 4	1,600	1,315	160	125	- nil -	148 16 6	38 6 11
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1850	Marriages (Ireland)—First Report of the Registrar-General, fiscap. fol., 28 pages	22 19 4	11 – 6	2,000	1,315	210	330	145	7 18 –	3 16 5
	Post-Office—Additional Convention with Belgium, 27 November 1849, fiscap. fol., 10 pages	10 – 6	3 14 3	1,750	1,315	160	250	- nil -	2 10 4	– 18 6
	Liberia—Treaty of Friendship and Commerce with, fiscap. fol., 8 pages	6 3 8	3 2 9	1,750	1,340	160	250	- nil -	1 8 9	– 13 9
	Millbank Prison—Sixth Report of Inspectors, fiscap. fol., 18 pages	15 12 1	4 13 8	1,500	1,315	160	1	24	1 19 3	– 11 7
	Copyholds—Eighth Report of Commissioners, fiscap. fol., 4 pages	2 18 4	1 14 8	2,500	1,315	160	1,000	25	1 7 8	– 16 6
	Episcopal and Capitular Revenues — Report from the Commissioners, fiscap. fol., 10 pages	4 13 8	3 2 5	1,750	840	660	154	96	2 8 9	1 12 6
	New Zealand—Further Papers relative to, fiscap. folio, 256 pages	308 17 4	91 5 2	1,750	1,315	160	50	225	76 15 5	22 13 9
	Cape of Good Hope—Correspondence relative to a Representative Assembly, fiscap. fol., 108 pages	118 6 –	34 6 9	1,750	1,315	160	101	174	29 7 7	8 10 9
	Convicts (Cape of Good Hope) —Despatches relative to the Reception of, fiscap. fol., 164 pages	138 5 11	51 17 2	1,750	1,315	160	51	224	34 8 4	12 17 5
	Jamaica — Papers relative to the Affairs of, fiscap. fol., 156 pages	140 11 11	47 17 5	1,750	1,315	160	51	224	34 18 2	11 18 –
	General Board of Health — Minute of Proceedings, 7 February 1850, fiscap. fol., 2 pages	– 15 10	– 10 5	1,500	1,315	185	- nil -	- nil -	– 1 7	– 1 4
	Factories—Reports of Inspectors, Half-year ending 31 October 1849, demy 8vo., 80 pages	52 10 10	11 2 8	1,750	1,315	160	124	151	13 1 10	2 15 4
	Poor Law — Second Annual Report of the Board (with Appendix) 1849, demy 8vo., 24 pages	225 9 –	75 11 10	4,500	1,315	160	2,752	273	159 11 10	53 10 1
	Dolly's Brae—Papers relating to Occurrences at, fiscap. fol., 50 pages	46 19 1	15 16 3	1,800	1,315	210	50	225	12 13 1	7 8 –
	Inclosure Commission — Fifth Annual Report of Commissioners, 1850, fiscap. fol., 18 pages	14 7 4	5 11 –	1,750	1,315	160	218	57	3 10 6	1 7 8
	Poor Law Unions and Electoral Divisions (Ireland)—Second Report of Commissioners, fiscap. fol., 20 pages	22 10 2	10 – 11	2,000	1,315	160	140	385	7 14 3	3 8 10
	Poor Law Unions and Electoral Divisions (Ireland) — Third Report of Commissioners, fiscap. fol., 22 pages	25 13 11	8 17 2	2,000	1,315	160	145	380	8 16 5	3 – 9
	Poor Law Unions and Electoral Divisions (Ireland)—Fourth Report of Commissioners, fiscap. fol., 22 pages	26 18 7	8 17 2	2,000	1,315	160	145	380	9 4 8	3 – 9
	Poor Law Unions and Electoral Divisions (Ireland) — Fifth Report of Commissioners, fiscap. fol., 32 pages	41 1 4	11 12 10	2,000	1,315	160	131	394	14 1 1	3 19 9
	Poor Law Unions and Electoral Divisions (Ireland) — Sixth Report of Commissioners, fiscap. fol., 40 pages	59 5 6	14 1 –	2,000	1,315	160	120	405	20 6 5	4 16 3
	Turnpike Trusts (England and Wales)—Income and Expenditure of in 1847, fiscap. fol., 136 pages	192 2 6	63 5 1	1,750	1,315	160	27	248	47 15 –	15 14 6

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1850 *contd.*	Poor Relief (Scotland)—Fourth Annual Report of the Board of Supervision, fiscap. fol., 136 pages	213 18 10	74 4 10	2,750	1,315	160	1,107	168	111 12 11	38 14 10
	Poor Law (Laws of Settlement and Removal of the Poor)—Reports of the Board, fiscap. fol., 220 pages	246 2 11	27 1 1	2,000	1,315	360	300	25	92 – 4	9 5 4
	Convict Discipline and Transportation — Further Correspondence, fcap. fol., 146 pp.	138 2 8	43 19 6	1,750	1,315	160	101	174	34 11 6	10 18 8
	Poor Law Unions (Ireland)—Statistical Statement for the Quarter ended 29 September 1849, fiscap. fol., 20 pages	7 – –	7 19 1	1,750	1,315	210	126	99	1 14 10	1 19 7
	Poor Law Unions and Electoral Divisions (Ireland)—Seventh Report of Commissioners, fiscap. fol., 64 pages	79 3 8	22 4 –	2,000	1,315	160	134	391	47 2 9	7 12 1
	Costarica—Treaty of Friendship, Commerce, and Navigation with the Republic of, fiscap. fol., 12 pages	8 5 1	4 6 8	1,750	1,340	160	250	- nil -	1 18 10	1 – 4
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	Poor Law Commissioners (Ireland)–Union Financial Statement, November 1849 and 1848, fiscap. fol., 10 pages	6 17 11	3 2 5	1,800	1,315	210	170	105	1 17 1	– 16 10
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	Western Highlands and Islands—Report of the Board of Supervision, fiscap. fol., 212 pages	171 19 8	73 10 10	1,750	1,315	260	- -	175	129 4 7	17 19 5
	New Zealand Company's Charters—Papers relating to, fiscap. fol., 162 pages	79 12 11	54 6 11	1,750	1,315	160	50	225	19 16 -	13 10 3
	Census of Great Britain, 1851—Tables of, fiscap. fol.	147 3 9	29 10 2	3,000	1,315	1,560	125	- nil -	82 13 5	16 11 6
	Census of Ireland, 1841 and 1851—Abstracts of, fiscap. fol., 2 pages	2 14 4	3 7 -	2,500	1,315	560	15	610	1 5 10	1 11 10
	British Fisheries, 1850—Report of Commissioners, fcap. fol., 34 pages	53 5 2	17 11 -	2,250	1,315	160	505	270	22 2 8	7 6 4
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	National Education (Ireland)—Seventeenth Report of Commissioners, 1850, Vol. I., with Appendices (A.) to (G.), demy 8vo, 512 pages	319 9 6	387 4 7	10,250	1,315	210	12	8,713	278 9 10	343 1 -
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	£.	9,002 9 6	3,179 12 1	- -	- -	- -	- -	- -	2,932 10 2	1,216 6 9
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	Turnpike Trusts (England and Wales)—Income and Expenditure in 1849, fiscap. fol., 228 pages - - - -	119 10 5	7	1,750	1,315	160	20	255	29 14 2	14 10 -
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	New Bridge of Westminster—Report of the Commissioners, fiscap. fol., 42 pages	94 – 4	26 4 8	1,750	1,315	160	50	225	22 14 10	6 10 6
	Turnpike Trusts—County Reports of the Secretary of State (No. 2. Surrey), fiscap. fol., 24 pages	24 14 2	9 10 9	1,750	1,315	160	20	255	6 2 10	2 7 5
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PAPER delivered in by *J. R. M'Culloch*, Esq., 13 March 1855.

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Court of Rome—Further Papers respecting	38 19 –	19 14 –	1,750	1,340	160	250	- nil -	5 11 3	2 16 3
Outstanding Claims (America)—Convention for the Settlement of	4 3 –	3 3 8	1,750	1,340	160	250	- nil -	– 11 10	– 9 1
Protestant Burial-ground at Madrid —Further Paper	3 6 6	2 3 10	1,750	1,340	160	250	- nil -	– 9 6	– 6 3
Maldon Election—Report of Commissioners, fiscap., 382 pages	184 8 –	159 2 7	2,000	1,315	160	20	505	48 8 1	41 15 5
Fairs and Markets (Ireland)—Report of Commissioners, fiscap., 156 pp.	129 – 5	61 1 3	1,750	1,315	160	124	151	20 5 5	9 11 10
House of Denmark—Papers relative to the Succession	5 6 –	4 3 7	1,750	1,340	160	250	- nil -	– 15 1	– 11 11
Court of Rome—Further Papers relating to	23 11 6	17 10 2	1,750	1,340	160	250	- nil -	3 7 4	2 10 –
Convict Discipline and Transportation —Further Correspondence, fiscap., 252 pages	135 5 9	93 15 4	1,750	1,315	160	50	225	21 6 –	14 14 8

TITLE of REPORT or PAPER, Size of Paper, and Number of Pages.	COST OF PRINTING.		Total Number of Copies Printed.	NUMBER OF COPIES				Expenses of Printing the Additional Copies.	
	Printing.	Paper.		Delivered to the Two Houses of Parliament.	Reserved for Sale to the Public.	Number of Additional Copies Circulated,	Remaining in Store.	Printing.	Paper.
	£. s. d.	£. s. d.						£. s. d.	£. s. d.
Military Prisons—Report by Lt.-Col. Jebb, royal 8vo., 64 pages	36 2 5	27 17 8	3,000	1,315	160	1,251	274	18 7 2	14 3 5
Mining Districts—Report of Commission, demy 8vo., 52 pages	18 14 1	17 13 1	3,750	1,315	160	2,002	273	11 6 11	10 14 2
Sierra Leone—Papers relative to Slave Dealing, fiscp., 36 pages	15 8 11	12 10 8	1,750	1,315	160	51	224	2 8 6	1 19 4
Crown Lands in the Australian Colonies—Papers relative to (Part I., New South Wales and Victoria), fiscap., 188 pages	95 – 4	70 14 5	1,750	1,315	160	51	224	14 18 7	11 2 3
Crown Lands in the Australian Colonies—Papers relative to (Part II., South and Western Australia, and Van Diemen's Land), fcap. 192 pp.	99 10 11	73 9 2	1,750	1,315	160	51	224	15 12 10	11 10 10
Inclosure Commission—Special Report, 1853, fiscap., 8 pages	2 19 6	2 15 9	1,750	1,315	160	53	222	– 9 4	– 8 9
Epidemic at Croydon—Preliminary Inquiry and Reports on, royal 8vo., 104 pages	56 1 3	63 3 11	2,250	1,315	310	232	393	15 11 5	17 11 1
Gold in Australia—Further Papers relative to (with Plans), fiscap., 232 pages	123 15 11	86 2 1	1,750	1,315	160	61	214	19 9 –	13 6 4
Cambridge Borough—Report of Commission on Corrupt Practices in, fiscap., 740 pages	325 7 11	307 15 –	2,000	1,315	160	25	500	85 8 4	80 15 8
Emigration from China—Correspondence with the Superintendent of British Trade, fiscap., 118 pages	45 8 –	29 8 11	1,250	940	160	250	- nil -	9 1 7	5 17 9
Education—Minutes of the Committee of Council, and Reports of Inspectors, 1852–3, demy 8vo., 220 pages	142 46 7	69 5 10	4,250	1,315	160	576	2,199	93 5 2	45 4 10
National Education (Ireland)—Nineteenth Report of Commissioners, Vol. I., demy 8vo., 704 pages	411 3 5	337 13 10	6,750	1,315	21	562	163	318 5 6	261 7 11
National Education (Ireland)—Nineteenth Report of Commissioners, Vol. II., demy 8vo., 744 pages	388 8 8	358 1 9	6,750	1,315	210	522	213	300 13 6	277 3 8
Religious Worship (England and Wales)—Report and Tables, royal 8vo., 444 pages	383 13 9	194 18 1	3,500	1,315	1,260	755	170	101 8 –	51 1 2
Census of Great Britain—Occupations, fiscap., 896 pages	1,495 19 5	455 4 –	2,500	1,315	160	308	717	613 6 11	186 12 7
Census of Great Britain—Occupations, fiscap., 562 pages	968 1 3	288 8 5	2,500	1,315	160	308	717	396 18 1	118 5 –
Census of Great Britain—Schools, royal 8vo., 484 pages – fiscap., 484 pages	521 8 9	211 9 –	3,500 / 50	1,315	460	533	1,242	260 14 4	105 14 6
Colonial Possessions—Further Reports on the State of, fiscap., 360 pages	223 4 3	133 15 8	1,750	1,315	160	76	199	35 1 6	21 – 5
Turnpike Trusts (Scotland)—Income and Expenditure, 1850–1, fiscap., 32 pages	28 17 9	18 14 1	1,750	1,315	160	26	249	4 10 9	2 18 9
Highways (England and Wales)—Income and Expenditure, 1850–1, fiscap., 48 pages	38 9 2	19 10 –	1,750	1,315	160	26	249	6 – 10	3 1 3
Railways—Report of Capt. Simmons, for 1852, fiscap., 368 pages	303 16 9	139 1 9	1,750	1,315	160	51	224	47 14 11	21 17 1
Natal — Further Correspondence, fiscap., 160 pages	68 12 11	61 13 –	1,750	1,315	160	25	250	10 15 9	9 13 9
£.	22,956 2 2	10,588 14 6							
	£. 33,544 16 8								

Her Majesty's Stationery Office, March 1855.

J. R. M'Culloch, Comptroller.

Appendix, No. 9.

Appendix, No. 9.

STATEMENT of the Sums Voted by Parliament for Stationery, Printing, and Binding, for the Eight Years ending 1853; showing the Expense incurred each Year for Printing and for the Paper supplied for that Purpose, and the Expense of Stationery supplied for all other Purposes; and distinguishing the Cost of the same incurred in *England, Scotland, Ireland,* and the Colonies respectively.

MEMORANDUM.

It is not possible to make any return of the above description that would not be in great measure fallacious. The sums voted each year for stationery, printing, and binding may easily be exhibited. But these sums do not show, and are not identical with the "expense incurred for printing, paper, and stationery, because many offices and Colonial Governments repay us for all the work done for them, and for the stationery we send them." Neither is it possible to distinguish between the cost of printing and stationery incurred on account of England, Scotland, Ireland, and the Colonies; for many of the forms printed in London, and charged in the English account, are sent to Scotland, Ireland, and the Colonies; while, on the other hand, Reports and Papers printed in Scotland and Ireland are mainly distributed to and consumed in England.

I would beg also to state, that nothing but confusion can arise in making up returns by mixing up book-work and job-work printing. In book-work the expense of printing greatly exceeds the cost of paper; whereas in job-work printing the reverse is the fact. In the latter, too, a considerable portion of what is called printing is, in fact, ruling, and is done by a peculiar description of machines.

As all job-work printing is executed at the order of different offices, the paper sent to the printer to execute any job, say for the War Office, is included in our books along with the paper sent to that office for writing and other purposes. It would be possible, were it required, to go over the books, and extract from them the quantities of the different descriptions of papers sent to the printers in a year or more; but it would consume a vast deal of time and labour, and the value of the return when got would be little or nothing.

Returns may be furnished stating the cost of Parliamentary printing, of book-work printing separate from Parliamentary printing, and of the cost of job-work printing and ruling. The cost of the paper consumed in the first two descriptions of printing may also be given; but it would not be possible to give the cost of that consumed in job-work printing except at a distant period, and after incurring a large expense.

(signed) *J. R. M'Culloch.*

Appendix, No. 10.

Appendix, No. 10.

STATEMENT of the Amount paid to Mr. *Hansard,* and to Messrs. *Nichols & Son* respectively, for Printing for the House of Commons in the Session of 1851, distinguishing the Sums paid for Composition, Press Work, Corrections, Binding, and all other Charges; and also of the Cost of the Paper used for such Printing.

	Paid to Mr. Hansard.	Paid to Messrs. Nichols & Son.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
Composition - - - - -	9,055 8 3	2,272 17 8	11,328 5 11
Press work - - - - -	4,069 11 4	1,869 10 8	5,939 2 –
Corrections - - - - -	3,279 14 6	551 10 6	3,831 5 –
Binding - - - - - -	2,395 19 5	459 4 –	2,855 3 5
Lithography, Warehouse expenses, &c. -	4,381 19 7	485 10 9	4,867 10 4
£.	23,182 13 1	5,638 13 7	28,821 6 8
Cost of Paper - - - - -	5,802 18 10	1,783 11 11	7,586 10 9
Total - - - £.	28,985 11 11	7,422 5 6	36,407 17 5

Her Majesty's Stationery Office,
16 March 1855.

J. R. M'Culloch,
Comptroller.

Appendix, No. 10.

STATEMENT of the EXPENSE of PRINTING the VOTES and APPENDIX to the VOTE of the HOUSE of COMMONS for 1851, distinguishing the COST of the PAPER from the PRINTING; also, a similar Return of the EXPENSE of PRINTING the DIVISIONS and the REPORTS of the COMMITTEE on PETITIONS.

YEAR 1851.

	Votes, and Appendix.	Divisions.	Reports of Committees on Petitions.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Printing - - - -	3,827 15 6	403 - 4	1,407 17 9	5,638 13 7
Paper - - - - -	1,187 16 -	158 6 9	437 9 2	1,783 11 11
TOTAL - - - £.	5,015 11 6	561 7 1	1,845 6 11	7,422 5 6

Her Majesty's Stationery Office, 16 March 1855.

J. R. M'Culloch, Comptroller.

STATEMENT showing the CHARGE which would now (March 1855), be made by Mr. *Hansard* for PRINTING and DOING-UP 1,150 Copies of "RETURN relative to SUGAR GROWING COLONIES; Part I. *British Guiana*" (No. 624, Commons Papers, Sess. 1851) compared with the COST of the same PAPER, had it been Printed by Messrs. *Eyre & Spottiswoode* under their Contract with the Stationery Office.

	Amount which would be Charged by Mr. Hansard.	Amount which it would have Cost at Stationery Office Contract Prices.
	£. s. d.	£. s. d.
Composition - - - - -	291 7 9	171 19 1
Corrections - - - - -	180 16 -	94 18 5
Press work - - - - -	94 15 7½	52 14 6½
Sewing and Covering - - -	48 12 11½	15 16 -½
TOTAL - - - £.	615 12 4	335 8 1

Her Majesty's Stationery Office, 14 March 1855.

J. R. M'Culloch, Comptroller.

Appendix, No. 11.

A LIST of the PUBLIC OFFICES which receive the LOCAL and PERSONAL ACTS; of the NUMBER SOLD, and the TOTAL PRICE of a SET of each for the last Three Years. Appendix, No. 11.

LIST of Public Officers who receive LOCAL and PERSONAL ACTS.

1852.	1853.	1854.
The House of Lords' Library	as in 1852	as in 1852.
„ Lord Chancellor	ditto	ditto.
„ Chairman of Committees	ditto	ditto.
„ Clerk of the Parliaments	ditto	ditto.
„ Clerk Assistant	ditto	ditto.
„ Reading Clerk	ditto	ditto.
„ Clerk of the Journals	ditto	ditto.
„ Copying Clerk	ditto	ditto.
„ Library of the House of Commons	ditto	ditto, but since discontinued.
„ Clerk of ditto	ditto	as in 1852.
„ Public Bill Office, ditto	ditto	ditto.
„ Clerk Assistant, ditto	ditto	ditto.
„ Committee Clerk's Office, ditto	ditto	ditto.
„ Private Bill Office, ditto	ditto	ditto.
„ Serjeant-at-Arms, ditto	ditto	ditto.
„ Deputy Serjeant	ditto	ditto.
„ Chairman of Committee of Ways and Means	ditto	ditto.
„ Archbishop of Canterbury	ditto	ditto.
„ Lord Chancellor	ditto	ditto.
„ Speaker	ditto	ditto.
„ Privy Council	ditto	ditto.
„ Secretary of State, Home Department	ditto	ditto.
„ Ditto - - - - Foreign Department	ditto	ditto.
„ Ditto - - - - Colonial Department	ditto	ditto.
„ Queen's Library	ditto	ditto.
„ Lambeth Library	ditto	ditto.
„ British Museum	ditto	ditto.
„ College of Arms	ditto	ditto.
„ Library, Lincoln's Inn	ditto	ditto.
„ Ditto - Gray's Inn	ditto	ditto.
„ Ditto - Inner Temple	ditto	ditto.
„ Ditto - Middle Temple	ditto	ditto.
„ University of Oxford	ditto	ditto.
„ Ditto - Cambridge	ditto	ditto.
„ Court of Chancery	ditto	ditto.
„ Master of the Rolls Court	ditto	ditto.
„ Court of Queen's Bench	ditto	ditto.
„ Ditto - Common Pleas	ditto	ditto.
„ Ditto - Exchequer	ditto	ditto.
„ Master of the Rolls	ditto	ditto.
„ Judges	ditto	ditto.
„ Attorney-General	ditto	ditto.
„ Solicitor-General	ditto	ditto.
„ Prerogative Court of Canterbury	ditto	ditto.
„ Ditto - - - - York	ditto	ditto.
„ Lord Mayor of London	ditto	ditto.
„ Clerks of the Peace for every Commission of the Peace in England	ditto	ditto.
„ Court of Session, Scotland	ditto	ditto.
„ Court of Justiciary - ditto	ditto	ditto.
„ Court of Exchequer, ditto	ditto	ditto.
„ Lords of Session - ditto	ditto	ditto.
„ Barons of Exchequer, ditto	ditto	ditto.

Appendix, No. 11.

	1852.	1853.	1854.
The	Lord Advocate, Scotland	As in 1852	As in 1852.
„	Solicitor-General, ditto	ditto	ditto.
„	Lord Provost of Edinburgh	ditto	ditto.
„	Register's Office, Edinburgh	ditto	ditto.
„	Lyon Office	ditto	ditto.
„	Advocate's Library, Edinburgh	ditto	ditto.
„	Library of Clerks of Signet, Edinburgh	ditto	ditto.
„	Society of Solicitors-at-Law, ditto	ditto	ditto.
„	University of St. Andrews	ditto	ditto.
„	„ Glasgow	ditto	ditto.
„	„ Edinburgh	ditto	ditto.
„	„ Aberdeen	ditto	ditto.
„	Clerks of the Peace for every Commission of the Peace in Scotland	ditto	ditto.
„	Lord Lieutenant of Ireland	ditto	ditto.
„	Chief Secretary to ditto	ditto	ditto.
„	Ditto ditto, in London	ditto	ditto.
„	Privy Council, Dublin	Discontinued	Discontinued.
„	Court of Chancery, Dublin	As in 1852	As in 1852.
„	Court of Queen's Bench, Dublin	ditto	ditto.
„	„ Common Pleas, ditto	ditto	ditto.
„	„ Exchequer ditto	ditto	ditto.
„	„ Master of Rolls, ditto	ditto	ditto.
„	Library of the Four Courts, Dublin	ditto	ditto.
„	Prerogative Court ditto	ditto	ditto.
„	Master of the Rolls ditto	ditto	ditto.
„	Prothonotary of Queen's Bench, Dublin	ditto	ditto.
„	„ Court of Common Pleas, Dublin	ditto	ditto.
„	„ Court of Exchequer ditto	ditto	ditto.
„	Attorney-General, Dublin	ditto	ditto.
„	Solicitor-General, ditto	ditto	ditto.
„	Trinity College ditto	ditto	ditto.
„	Register's Office ditto	ditto	ditto.
„	Library of the King's Inns, Dublin	ditto	ditto.
„	Treasury	ditto	ditto.
„	Record Office	ditto	ditto.

TOTAL PRICE of a SET of LOCAL, PERSONAL, and PRIVATE ACTS, for the last Three Years.

YEAR.	PRICE.
	£. s. d.
1852	8 12 8¼
1853	12 13 3¾
1854	12 – –

The number of Local, Personal, and Private Acts sold is included in the accompanying Return of the number of Local, Personal, and Public Acts supplied.

Her Majesty's Printing Office,
26 March 1855.

Appendix, No. 12.

An AUTHENTIC LIST of all PERSONS receiving the STATUTES each Year for the last Three Years. Appendix, No. 12.

1852.	1853.	1854.
The Peers	As in 1852	As in 1852.
„ Lord Chancellor	- ditto	- ditto.
„ Chairman of Committees, House of Lords	- ditto	- ditto.
„ Clerk of the Parliament - ditto	- ditto	- ditto.
„ Clerk Assistant - - ditto	- ditto	- ditto.
„ Reading Clerk - - ditto	- ditto	- ditto.
„ Clerk of the Journals and others - ditto	- ditto	- ditto.
„ Clerks and Officers - - - ditto	- ditto	- ditto.
„ Deputy Clerk Assistant	- ditto	- ditto.
„ Members of the House of Commons	- ditto	- ditto.
„ Library - - - ditto	Discontinued	Discontinued.
„ Clerk - - - - ditto	As in 1852	As in 1852.
„ Division Lobbies - - ditto	- ditto	- ditto.
„ Clerk Assistant - - ditto	- ditto	- ditto.
„ Committee Clerks Office ditto	- ditto	- ditto.
„ Public Bill Office - - ditto	- ditto	- ditto.
„ Journal Office - - ditto	- ditto	- ditto.
„ Private Bill Office - - ditto	- ditto	- ditto.
„ Serjeant-at-Arms - - ditto	- ditto	- ditto.
„ Deputy Serjeant - - ditto	- ditto	- ditto.
„ Chairman of Committee of Ways and Means	- ditto	- ditto.
„ Archbishop of Canterbury - - - -	- ditto	- ditto.
Ditto - - - - Secretary	- ditto	- ditto.
„ Lord Chancellor - - - - -	- ditto	- ditto.
Ditto - - - - Secretary	- ditto	- ditto.
„ Speaker - - - - - -	- ditto	- ditto.
Ditto - - - - Secretary	- ditto	- ditto.
„ Secretary of State, Home Department -	- ditto	- ditto.
„ Secretary of State, Foreign Department	- ditto	- ditto.
„ Secretary of State, Colonial Department	- ditto	- ditto.
„ Privy Council Office - - - - -	- ditto	- ditto.
„ Chancellor of the Exchequer - - - -	- ditto	- ditto.
„ Commissioners for Auditing Public Accounts	- ditto	- ditto.
„ Comptroller-general of Exchequer - -	- ditto	- ditto.
„ Two Secretaries of the Treasury - -	- ditto	- ditto.
„ Board Room - - ditto - - -	- ditto	- ditto.
„ First Lord of the Treasury - - -	- ditto	- ditto.
„ Solicitor of the Treasury - - - -	- ditto	- ditto.
„ Naval Department of Admiralty - -	- ditto	- ditto.
„ Civil Department of Admiralty - -	- ditto	- ditto.
„ Ordnance Board - - - - -	- ditto	- ditto.
„ War Office - - - - - -	- ditto	- ditto.
„ Commissioners of Customs - - -	- ditto	- ditto.
„ Commissioners of Excise - - - -	- ditto	- ditto.
„ Commissioners of Stamps - - - -	- ditto	- ditto.
„ Post Office - - - - - -	- ditto	- ditto.
„ Irish Office - - - - - -	- ditto	- ditto.
„ Great Seal Office, Scotland - - -	- ditto	- ditto.
„ Lyon Office, Scotland - - - -	- ditto	- ditto.
„ Commissioners of Customs, Scotland - -	- ditto	- ditto.
„ Commissioners of Stamps, Scotland - -	- ditto	- ditto.
„ Commissioners of Taxes, Scotland - -	- ditto	- ditto.
„ Post Office, Scotland - - - - -	- ditto	- ditto.
„ Solicitor of Excise, Dublin - - - -	- ditto	- ditto.
„ Queen's Library - - - - -	- ditto	- ditto.
„ Lambeth Library - - - - -	- ditto	- ditto.
„ British Museum - - - - -	- ditto	- ditto.
„ College of Arms - - - - -	- ditto	- ditto.
„ Lincoln's Inn Library - - - -	- ditto	- ditto.
„ Gray's Inn Library - - - - -	- ditto	- ditto.

(*continued*)

Appendix, No. 12.

1852.	1853.	1854.
The Inner Temple Library	As in 1852	As in 1852.
,, Middle Temple ditto	- ditto	- ditto.
,, University of Oxford	- ditto	- ditto.
,, University of Cambridge	- ditto	- ditto.
,, Vice-Chancellor of Oxford	- ditto	- ditto.
,, Vice-Chancellor of Cambridge	- ditto	- ditto.
,, Chapter of Canterbury	- ditto	- ditto.
,, Chapter of York	- ditto	- ditto.
,, Chapter of St. Paul's	- ditto	- ditto.
,, Chapter of Westminster	- ditto	- ditto.
,, Queen Anne's Bounty Office	- ditto	- ditto.
,, First Fruits Office	- ditto	- ditto.
,, Corporation of Widows, &c. of Clergy	- ditto	- ditto.
,, Register Office, Edinburgh	- ditto	- ditto.
,, Advocates' Library, ditto	- ditto	- ditto.
,, Clerk of Signets, ditto	- ditto	- ditto.
,, Solicitors of Law Society, ditto	- ditto	- ditto.
,, St. Andrew's University	- ditto	- ditto.
,, Glasgow - ditto	- ditto	- ditto.
,, Edinburgh - ditto	- ditto	- ditto.
,, Aberdeen - ditto	- ditto	- ditto.
,, Court of Chancery	- ditto	- ditto.
,, Master of the Rolls	- ditto	- ditto.
,, Judges	- ditto	- ditto.
,, Attorney-general	- ditto	- ditto.
,, Solicitor-general	- ditto	- ditto.
,, Masters in Chancery	- ditto	- ditto.
,, Register Office in Chancery	- ditto	- ditto.
,, Report Office in Chancery	- ditto	- ditto.
,, Accountant-general in Chancery	- ditto	- ditto.
,, Crown Office in Chancery	- ditto	- ditto.
,, Clerk of the Crown	- ditto	- ditto.
,, First Clerk of the Crown	- ditto	- ditto.
,, Hanaper Office	- ditto	- ditto.
,, Clerk of the Hanaper	- ditto	- ditto.
,, Deputy Clerk of the Hanaper	- ditto	- ditto.
,, Cursitor's Office	- ditto	- ditto.
,, Court of Queen's Bench	- ditto	- ditto.
,, Crown Office, ditto	- ditto	- ditto.
,, Master's Office, ditto	- ditto	- ditto.
,, Rule Office, Common Pleas	- ditto	- ditto.
,, Court of Common Pleas	- ditto	- ditto.
,, Master's Office, ditto	- ditto	- ditto.
,, Court of Exchequer	- ditto	- ditto.
,, Queen's Remembrancer's Office	- ditto	- ditto.
,, Office of Pleas	- ditto	- ditto.
,, Duchy Court of Lancaster	- ditto	- ditto.
,, Chancellor of County Palatine of Lancaster	- ditto	- ditto.
,, Court of Arches	- ditto	- ditto.
,, Court of Admiralty	- ditto	- ditto.
,, Prerogative Court of Canterbury	- ditto	- ditto.
Ditto - - York	- ditto	- ditto.
,, Consistory Courts of each Diocese	- ditto	- ditto.
,, Town Clerk of Peterborough	- ditto	- ditto.
,, Judge of the Admiralty	- ditto	- ditto.
Ditto - Court of Arches	- ditto	- ditto.
Ditto - Prerogative Court of Canterbury	- ditto	- ditto.
,, Judge Advocate	- ditto	- ditto.
,, Queen's Proctor	- ditto	- ditto.
,, Proctor to the Admiralty	- ditto	- ditto.
,, Queen's Palace Court	- ditto	- ditto.
	The Three Vice-Chancellors.	As in 1853.
,, Court of Session, Scotland	As in 1852	As in 1852.
,, Court of Justiciary, ditto	- ditto	- ditto.
,, Court of Exchequer, ditto	- ditto	- ditto.
,, Lords of Session, ditto	- ditto	- ditto.
,, Barons of Exchequer, ditto	- ditto	- ditto.
,, Lord Advocate of Scotland	- ditto	- ditto.
,, Solicitor-general of Scotland	- ditto	- ditto.
,, Lord Mayor of London	- ditto	- ditto.
,, Recorder of London	- ditto	- ditto.
,, Common Sergeant of London	- ditto	- ditto.
,, Town Clerk of London	- ditto	- ditto.
,, Clerk to Sitting Aldermen of London	- ditto	- ditto.
,, Sessions House, Old Bailey	- ditto	- ditto.
Ditto for Middlesex	- ditto	- ditto.
,, Police Courts in London	- ditto	- ditto.

1852.	1853.	1854.
The Lord Mayor of York	As in 1852	As in 1852.
„ Recorder of York	ditto	ditto.
„ Town Clerk of York	ditto	ditto.
„ Mayor of Bristol	ditto	ditto.
„ Town Clerk of Bristol	ditto	ditto.
„ Merchants' Hall, Bristol	ditto	ditto.
„ Mayor of Liverpool	ditto	ditto.
„ Recorder of Liverpool	ditto	ditto.
„ Town Clerk of Liverpool	ditto	ditto.
„ Mayor of Kingston-upon-Hull	ditto	ditto.
„ Recorder of - ditto	ditto	ditto.
„ Town Clerk of ditto	ditto	ditto.
„ Sheriffs' Office, Middlesex and London	ditto	ditto.
„ Sheriff of each County in England	ditto	ditto.
„ Clerk of the Peace for each Commission of the Peace in England	ditto	ditto.
„ Clerks of the Peace of every City, Town, and Liberty in England	ditto	ditto.
„ Chief Magistrate or Head Officer of every City, Borough, and Town Corporate in England	ditto	ditto.
„ Clerks to the Magistrates of Boroughs which have a Commission of the Peace, under the Municipal Corporation Act	ditto	ditto.
„ Lord Provost of Edinburgh	ditto	ditto.
„ Dean of Guild, ditto	ditto	ditto.
„ The Chamber of Commerce, ditto	ditto	ditto.
„ Baillie of Leith, ditto	ditto	ditto.
„ Lord Provost of Glasgow	ditto	ditto.
„ Sheriff of each County in Scotland	ditto	ditto.
„ Clerk of the Peace for each Commission of the Peace in Scotland	ditto	ditto.
„ Chief Magistrate or Head Officer of every City and Royal Burgh in Scotland	ditto	ditto.
„ Resident Acting Justices of the Peace for each County, Liberty, City and Town Corporate in Great Britain	ditto	ditto.
„ Assistant Secretary of the Treasury	ditto	ditto.
C. Litchfield, Esq., Treasury	ditto	ditto.
The Office of the Treasury	ditto	ditto.
H. R. Reynolds, Esq., Treasury	ditto	ditto.
J. Davies, Esq., Treasury	ditto	ditto.
The Counsel, Irish Office	ditto	Discontinued.
„ Poor Law Commissioners	ditto	As in 1852.
J. Wilkins, Esq., Treasury	ditto	ditto.
The Paymaster-general's Office	ditto	ditto.
„ Librarian, Home Office	ditto	ditto.
„ Librarian, Foreign Office	ditto	ditto.
„ Board of Trade	ditto	ditto.
„ India Board	ditto	ditto.
Mr. Dorington, House of Commons	ditto	ditto.
Mr. Gudge - - - ditto	ditto	ditto.
National Debt Office	ditto	ditto.
Minute Seal, Custom House	ditto	ditto.
Secretary of Inland Revenue, Excise	ditto	ditto.
Solicitor of Inland Revenue, Stamps	ditto	ditto.
Mr. Booth, Board of Trade	ditto	ditto.
The Bavarian Minister	ditto	ditto.
„ Baden Consul	ditto	Discontinued.
„ Police Court, Hammersmith	ditto	As in 1852.
„ Police Court, Wandsworth	ditto	ditto.
„ Solicitor of Excise, Edinburgh	ditto	ditto.
	Mr. Coulson, Home Office.	As in 1853. Statute Law Commissioners.

Her Majesty's Printing Office,
26 March 1855.

Appendix, No. 13.

RETURN of the Number of LOCAL, PERSONAL, and PUBLIC ACTS supplied by the QUEEN'S PRINTERS to the TWO HOUSES of PARLIAMENT, PUBLIC OFFICES, or otherwise, and under the Promulgation Order; specifying the Number of Volumes, whether in Sheets or Bound being separately shown, with the Total Amount paid to them for the same by Government in each Year; also stating the Price of One Set of Public and Local and Personal Acts for each of theYears 1852 to 1854, in Sheets, and the Price Charged for Binding One Set of Public Acts, and One Set of Local, Personal, and Private Acts each Session, and of the Total Number of Acts Sold to the Public during such Period, and the Amount received for the same.

YEAR.	NUMBER OF LOCAL, PERSONAL, AND PUBLIC ACTS SUPPLIED.			Amount Paid for same by Government.	PRICE OF ONE SET OF ACTS IN SHEETS.		PRICE CHARGED FOR BINDING A SET.		Total Number of Acts Sold to Public.	Amount Received for the same.
	In Sheets.	Bound.	Total.		Public.	Local and Private.	Public.	Local and Private.		
				£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.
1852	501,658	26,265	527,923	4,835 16 6	– 15 4½	8 12 8¼	– 12 4½	1 12 2	61,816	3,050 8 7
1853	789,669	41,276	830,945 *	9,020 15 6	1 8 –¾	12 13 3¾	1 3 8	2 1 3	85,279 *	3,566 17 6
1854	625,351	33,719	659,070	7,392 14 8	1 1 10½	12 – –	– 13 9	2 1 6¼	63,581	2,855 9 11

* Consisting of Acts from the reign of King Edward II. to the present time.

Her Majesty's Printing Office,
26 March 1855.

Appendix, No. 14.

LETTER from *J. R. M'Culloch*, Esq., Comptroller of the Stationery Office.

Sir, Stationery Office, 14 March 1855.

I BEG to state that, on investigation, I find that Messrs. Eyre and Spottiswoode are allowed to charge 33⅓ per cent. as publishers on the cost of the paper, printing, and stitching the Public and Local and Private Acts. I referred to this charge in the memorandum I gave in yesterday to the Printing Committee, being, however, unable to say off-hand whether it was a per-centage on "certain charges;" but it is really, as now stated, a per-centage on the cost of the Acts, and it is exclusive of the charge made by Messrs. Eyre and Spottiswoode for their distribution. This allowance for publication is, in my view of the matter, quite excessive; and if it be allowed to any extent, I do not think it should exceed 10 or 12 per cent.

I have, &c.
(signed) *J. R. M'Culloch*,
Comptroller.

The Right Honourable
Spencer Horatio Walpole, M.P.
&c. &c. &c.

P.S.—I beg to enclose a printed copy of the existing patent of the Queen's Printers.

COPY of the existing PATENT of THE KING'S PRINTER.

GEORGE THE FOURTH, by the Grace of God of the United Kingdom of Great Britain and Ireland King, Defender of the Faith, To all to whom these Presents shall come, Greeting. WHEREAS Our late Royal Father King George the Third, of glorious and happy memory, by his Letters Patent under the Great Seal of Great Britain, bearing date at Westminster the eighth day of July in the thirty-ninth year of his reign, for himself his heirs and successors, did give and grant to his beloved and trusty John Reeves, then of Cecil-street within the Liberty of the Savoy, parcel of the Duchy of Lancaster, George Eyre, then of Lyndhurst in the county of Hants, and Andrew Strahan, of the city of London, Stationer, and each of them, their and each of their executors administrators and assigns, the office of Printer to Himself, his heirs and successors, of all and singular Statutes, books, small books, Acts of Parliament, Proclamations and Injunctions, Bibles and New Testaments whatsoever, in the English tongue or in any other tongue whatsoever, of any Translation with notes or without notes, and also of all Books of Common Prayer and Administration of the Sacraments and other Rites and Ceremonies of the Church of England, in any volumes whatsoever theretofore printed by the Royal Typographers for the time being, or thereafter to be printed by the command privilege or authority of Himself, his heirs or successors; and also of all other books whatsoever which he had commanded or thereafter should command, or his heirs or successors should command, to be used for the Service of God in the churches of that part of his Realm of Great Britain called England, and of all other books, volumes and things whatsoever, by whatsoever name term title or meaning, or by whatsoever names terms titles or meanings they were named, called or distinguished, or any of them was named, called or distinguished, or thereafter should be named, called or distinguished, theretofore printed by the Royal Typographers for the time being, or by the Parliament of Great Britain, in the English tongue or in any other mixed tongue, then already published, printed or worked off, or thereafter to be published, worked off or put to the press by the command, privilege or authority of Himself, his heirs or successors (except only the Rudiments of the Grammatical Institution of the Latin Tongue); To have, enjoy, occupy and exercise the said office, together with all profits commodities and advantages pre-eminences and privileges to the said office in anywise belonging or appertaining, to the said John Reeves, George Eyre and Andrew Strahan, their executors and assigns, by themselves or by their deputy or deputies, for and during the term of Thirty years, to commence and be computed from and immediately after the expiration or other determination of the estate and interest in the said office before that time granted by Our Royal ancestor George the First, late King of Great Britain, by his Letters Patent made under his Seal of Great Britain, bearing date at Westminster the fifteenth day of December in the second year of his reign, to his beloved and

Appendix, No. 14.

trusty John Baskett, of his city of London, Bookseller, his executors and assigns, To have, enjoy, exercise and occupy the said office to the said John Baskett for the term of thirty years, to commence and be computed from and immediately after the expiration or other determination of the several and respective estates and interests in the said office before that time granted by Our Royal Predecessor Ann, Queen of Great Britain, by her Letters Patent made under her Seal of Great Britain, bearing date at Westminster the thirteenth day of October in the twelfth year of her reign, to her beloved subjects Benjamin Tooke and John Barber, of her city of London, Booksellers, and each of them, their and each of their executors and assigns, To have, enjoy, exercise and occupy the said office to the said Benjamin Tooke and John Barber for the term of thirty years, to commence and be computed from and immediately after the expiration or other determination of the several and respective estates and interests before that time granted by Our late Royal Predecessor Charles the Second, late King of England, Scotland, France, and Ireland, by his Letters Patent made under his Great Seal of England, bearing date at Westminster the twenty-fourth day of December in the twenty-seventh year of his reign, to his beloved subjects Thomas Newcomb and Henry Hills, To have, enjoy, exercise and occupy the said office to the said Thomas Newcomb and Henry Hills, for the term of thirty years, which last mentioned term of thirty years began at and from the tenth day of January one thousand seven hundred and nine: AND WHEREAS in consequence of an Act of Parliament passed in the thirty-ninth and fortieth year of his said late Majesty's reign, for the Union of Great Britain and Ireland, his said late Majesty, by certain other Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date at Westminster the first day of May in the fifty-first year of his reign, for Himself, his heirs and successors, did confirm unto the said John Reeves, George Eyre and Andrew Strahan, and each of them, their and each of their executors administrators and assigns, the said office, To have, enjoy, occupy and exercise the said office to the said John Reeves, George Eyre and Andrew Strahan for and during the residue of the said term of thirty years, with a proviso that nothing therein contained should be construed to give to the said John Reeves, George Eyre and Andrew Strahan any power which they would not otherwise possess of imprinting, publishing or circulating within that part of the United Kingdom of Great Britain and Ireland called Ireland the Statutes of the said United Kingdom, or any of the books or other matters therein described; and which said last mentioned term of thirty years began at and from the twenty-first day of January in the fortieth year of his said late Majesty's reign, and expired on this twenty-first day of this instant January, as by the said several Letters Patent made to the said John Reeves, George Eyre and Andrew Strahan, amongst other things therein contained, relation being thereunto had, will more fully and at large appear: NOW KNOW YE, That We, for divers good causes and considerations Us at this time especially moving, of Our especial grace, certain knowledge and mere motion, have given and granted, and by these Presents, for Us, Our heirs and successors, DO give and grant unto Our said beloved and trusty *Andrew Strahan* of Our city of London, Stationer, *George Eyre* now of Warrens in Our county of Wilts, and *Andrew Spottiswoode* of Our city of London, Stationer, and each of them, their and each of their executors, administrators and assigns, severally and respectively, the Office of Printer to Us, Our heirs and successors, of all and singular Statutes, Books, small books, Acts of Parliament, Proclamations and Injunctions, Bibles and New Testaments whatsoever, in the English tongue or in any other tongue whatsoever, of any translation with notes or without notes, and also of all Books of Common Prayer and Administration of the Sacrament and other Rites and Ceremonies of the United Church of England and Ireland, in any volumes whatsoever heretofore printed by the Royal Typographers for the time being, or hereafter to be printed by the command privilege or authority of Us, Our heirs or successors; and also of all other books whatsoever which We have commanded or hereafter shall command, or Our heirs or successors shall command to be used for the Service of God in the Churches of that part of Our said United Kingdom of Great Britain and Ireland called England; and of all other books volumes and things whatsoever, by whatsoever name term title or meaning, or by whatsoever names terms titles or meanings they are named, called or distinguished, or any of them is named called or distinguished, or hereafter shall be named called or distinguished, heretofore printed by the Royal Typographers for the time being, or by the Parliament of Great Britain, or by the Parliament of the United Kingdom of Great Britain and Ireland, in the English tongue or in any other mixed tongue, already printed published or worked off, or hereafter to be published, worked off, or put to the press by the command, privilege or authority of Us, Our heirs or successors (except only the Rudiments of the Grammatical Institutions of the Latin Tongue), and them the said Andrew Strahan, George Eyre and Andrew Spottiswoode, and their executors and assigns, Printers to Us, Our heirs and successors, of all and singular the premises, We make, ordain and constitute, by these Presents, To have, enjoy, occupy and exercise the said office, together with all profits commodities and advantages, pre-eminencies and privileges to the said office in anywise belonging or appertaining, to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors and assigns, by themselves or by their sufficient deputy or deputies, for and during the term of Thirty years, to commence from the day of the date of these Presents, being the twenty-first day of January in the year of our Lord one thousand eight hundred and thirty: And further, We, of Our more abundant grace, certain knowledge and mere motion, Do give and grant to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, and each of them, their and each of their executors administrators and assigns, during the same term of thirty years last above mentioned, authority, privilege and faculty of printing all and all manner of

of Abridgments of all Statutes and Acts of Parliament whatsoever published or hereafter to be published. AND in order that no one do presume to impede or in anywise disturb the said Andrew Strahan, George Eyre and Andrew Spottiswoode, or either of them, their or either of their executors administrators or assigns, during the aforesaid term to them granted in the said office, in rightfully and duly exercising their said office, or to do any thing whatsoever whereby the profits which may accrue to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, or any of them, their or either of their executors administrators or assigns, by reason of the said office, may be diminished, We prohibit and enjoin, and by these Presents, for Us, Our heirs and successors, forbid all and singular the subjects of Us, Our heirs and successors, whatsoever and wheresoever abiding, and all others whatsoever, that neither they nor any of them, neither by themselves nor by any other or others, during the said last-mentioned term of Thirty years, print, or cause to be printed, within that part of Our said United Kingdom of Great Britain and Ireland called England, any volume book or work, or any volumes books or works, the printing of which We by these Presents have granted to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors and assigns; nor any Bibles or New Testaments in the English tongue, of any translation, with notes or without notes, nor any Books of Common Prayer and Administration of the Sacraments and other Rites and Ceremonies of the said United Church of England and Ireland, nor any other books by Us, Our heirs or successors, for the Service of God in the Churches of Us, Our heirs or successors, commanded or to be commanded to be used; nor import or cause to be imported, sell or cause to be sold any books, volumes or works whatsoever in the English tongue, or in the English mixed with any other tongue whatsoever, printed in parts beyond the seas, or in foreign parts out of that part of Our said United Kingdom of Great Britain and Ireland called England, being such as have been or may be lawfully printed by the said Andrew Strahan, George Eyre and Andrew Spottiswoode, or either of them, their or either of their administrators, executors or assigns, or their or either of their deputy or deputies, by virtue of these Presents, under the penalties and forfeitures by the laws and statutes of this Realm in that behalf made and provided, or that may be hereafter provided; forbidding also, and by these Presents, for Us, Our heirs and successors, firmly prohibiting and enjoining, that no others shall in any manner or by any colour or pretext whatsoever presume or dare to reprint in any manner whatsoever, or purchase elsewhere printed, any Book or Books or any Work or Works whatsoever that may be printed by the said Andrew Strahan, George Eyre and Andrew Spottiswoode, or either of them, their or either of their executors administrators or assigns, by virtue of these Presents: AND further, of Our more abundant grace, We have granted and given license, and by these Presents We do, for Us, Our heirs and successors, grant and give license to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, them and each of them, and to their and each of their executors administrators and assigns, that they or any of them, during the aforesaid term to them above granted, may take, retain and hire workmen in the art and mystery of printing, to work in such art or mystery at the appointment and by the assignment of the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors or assigns, for such time or times during which the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors or assigns, or any of them, shall want such workmen: We have also given and granted, and by these Presents, for Us, Our heirs and successors, Do give and grant to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, and each of them, their and each of their executors administrators and assigns, for exercising the said office, the fee or annuity of six pounds thirteen shillings and fourpence of lawful money of Great Britain by the year, To have and annually receive the said fee or annuity of six pounds thirteen shillings and fourpence to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors administrators and assigns, at the feasts of Easter and Saint Michael the Archangel, to be paid in equal portions, during the said term of thirty years above by these Presents granted, from the Treasury of Us, Our heirs and successors, at the Receipt of Our Exchequer at Westminster, by the hands of the Commissioners of Our Treasury, or the Treasurer and Chamberlains of Us, Our heirs and successors for the time being, commanding, and by these Presents, for Us, Our heirs and successors, firmly enjoining and ordering all and singular Mayor, Sheriffs, Bailiffs, Constables, Officers, Ministers and Subjects whatsoever, of Us, Our heirs and successors, that they be from time to time, when there shall be occasion, assisting, attendant and aiding as they ought to the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors and assigns, in the execution of the aforesaid office, and in the doing of all and singular the things specified in these Our Letters Patent to be done: PROVIDED always, and Our will and pleasure nevertheless is, That these Our Letters Patent are and shall be deemed to be made and granted and to be valid and effectual only upon condition that the said Andrew Strahan, George Eyre and Andrew Spottiswoode, their executors and assigns, from time to time, and at all times during the said term hereinbefore granted, and when and as often as they or any of them shall be required by Our Lord High Treasurer, or the Commissioners of Our Treasury for the time being, or at his or their instance, or by his or their order, to print for and supply to Us, Our heirs or successors, or in any manner whatsoever for or on Our behalf or for Our service, any of the articles matters or things which by virtue of these Our Letters Patent and the Office hereby granted they or any of them are authorized to print, and for or in respect of the printing and supplying of which they can or may be entitled to require demand or receive any price or payment whatsoever over and above the said fee hereby granted, shall and do accordingly print for and supply to Us, Our heirs and

Appendix, No 14.

successors, or in such manner for or on Our behalf or for Our service, all and every such articles matters and things respectively, at and for such prices and rates of payment for the same respectively as to Our said Treasurer or Lords of Our Treasury for the time being shall appear to be just and reasonable: Provided, That nothing in these Our Letters Patent contained shall give or be construed to give to the said Andrew Strahan, George Eyre and Andrew Spottiswoode any power which they would not otherwise possess, of imprinting publishing or circulating within that part of our United Kingdom of Great Britain and Ireland called Ireland, the Statutes of Our said United Kingdom, or any of the books or other matters herein above described. LASTLY, We will, and by these Presents, for Us, Our heirs and successors, Do grant unto the said Andrew Strahan, George Eyre and Andrew Spottiswoode, That these Our Letters Patent, or the Enrolment of the same, shall be good, firm, valid and effectual in the law, notwithstanding the not rightly or fully reciting the before recited Letters Patent, or the not naming or the not rightly naming or mentioning the office and premises aforesaid, or any of them, and notwithstanding any other omission, imperfection, defect, cause or matter whatsoever, to the contrary thereof in anywise notwithstanding: IN WITNESS whereof, We have caused these Our Letters to be made patent. Witness Ourself, at Our Palace at Westminster, this Twenty-first day of January in the Tenth year of Our Reign.

By Writ of Privy Seal,
SCOTT.

(A true Copy.)

Eyre & Strahan.

Appendix, No. 15.

Appendix, No. 15.

OBSERVATIONS on the COMPTROLLER'S MEMORANDUM of 13 March 1855, given in Evidence before the Printing Committee.

THE Contract Scale alluded to in the Comptroller's Memorandum is intended only for a particular description of work, and cannot be applied to all printing alike. The House of Lords and House of Commons' Sessional work for instance, it is admitted, require a higher rate of payment than the Contract Scale affords.

The production of an Act of Parliament involves not only the highest degree of accuracy, perfection, and despatch in the printing, but also carries with it duties and responsibilities peculiar to itself, and which a mere payment for printing would not cover. The calculations of prices formed on the contract basis are therefore inapplicable to Acts of Parliament, and could not be carried out.

There are two editions of the Acts promulgated, one in folio, consisting of separate Acts, the other in quarto being continuous. An edition of separate Acts is absolutely necessary for the convenience of the public as well as for rapidity of circulation, and the folio edition has been found the most economical for this purpose. The quarto edition being continuous is cheaper, and has always been considered the best adapted for the use of petty sessions and resident acting justices, as well as for preservation.

The difference in price between the quarto and an octavo edition would be very trifling, whilst the superiority of the former is very great; and it is respectfully submitted that the form in which the statutes are promulgated, and handed down to posterity, is not altogether unimportant, and should not for many reasons be changed. Moreover, two Sessions of the quarto edition can conveniently be bound together; while this can never be done with the octavo. This gives a considerable saving on the former. Further, the public much prefer the quarto size, as is proved by the sale of the edited editions of the quarto and octavo statutes published by the Queen's Printers on their own account, notwithstanding a difference in price.

The price to the Government of the folio Acts promulgated is $\frac{3}{4}$ *d.* per sheet, and that of the quarto 1 $\frac{1}{4}$ *d.*, no charge whatever beyond this being made for publication. These prices were fixed by the Treasury a few years back after a most searching investigation of the whole subject through the medium of the Stationery Office. It is submitted that the duties of the Queen's printer have been efficiently performed, and nothing whatever has arisen to afford ground for disturbing the arrangement, nor for reducing prices; whilst on the other hand, the cost of materials of every description has advanced from 30 to 40 per cent.

Eyre & Spottiswoode.

Her Majesty's Printing Office,
16 April 1855.

RETURN of the Number (distinguishing the several Sizes) of BIBLES, TESTAMENTS, PRAYER BOOKS, PSALMS, and FORMS OF PRAYER AND THANKSGIVING, &c., Printed by the QUEEN'S PRINTERS for *England*, in each of the Years 1851 to 1854 inclusive; showing the Average Price per Copy at which each is sold, and the Amount of Drawback of Paper Duty in each Year (in continuation of the Return No. 335, Sess. 1851).

DESCRIPTION.	Number of Copies printed, of all Sizes.	Number of Sizes.	PRICES.						Amount of Drawback of Paper Du
			Folio.	Quarto.	8vo.	12mo.	16mo.	All other Sizes.	
1851 to 1854:									£. s. d.
Bibles	1,655,000	25	18/ to 30/	7/ to 12/7	2/ to 6/	/11 to 2/6	/10 to 2/6	/6 to 1/9	13,296 14 3¾
Testaments	1,125,500	15	- -	- -	1/ to 3/9		/* 2	/2 to /7	
Prayer Books	1,216,270	12	- -	- -	/8 to 6/9	- -	- -	/2¾ to 1/1	
Psalms	933,300	12	- -	- -	/1½ to /4	- -	- -	/0¾ to /3	
				Per 100.	Per 100.				
Forms of Prayer	1,920,300	- -	- -	2/3 to 10/	2/6				

Her Majesty's Printing Office,
16 April 1855.

Eyre & Spottiswoode.

RETURN to an ORDER of the HONOURABLE HOUSE of COMMONS for an Account of the Number of Articles Printed by ORDER of the HOUSE of LORDS in each of the Sessions 1850 to 1854, with the Number of Sheets, and Average Number of Copies Printed.

SESSION.	Number of Articles Printed.	Total Number of Copies Printed.	Number of Sheets.	Average Number of Copies of each Printed.
1850	187	100,350	1,193	537
1851	186	104,950	2,173	564
1852	154	85,412	967 ¼	555
1853	246	151,758	5,949 ½	617
1854	133	84,100	1,835	632

Her Majesty's Printing Office,
16 April 1855.

Eyre & Spottiswoode.

Appendix, No. 16.

A STATEMENT of the AMOUNT paid to Messrs. *Eyre & Spottiswoode* for PRINTING for The HOUSE OF COMMONS in the Session 1851; distinguishing the Sum paid for Composition, Presswork, Corrections, Binding, and all other Charges; and also the Cost of Papers used for such Printing, including the Bills, &c., under Patent.

Composition.	Presswork.	Corrections.	Binding and all other Charges.	Cost of Papers used for such Printing.	Printing of the Bills, &c. under Patent.
£. s. d.	£. s. d.	£. s. d.	£. s. d.		
751 15 6	800 3 7	233 9 6	206 10 5½	Paper supplied by Stationery Office.	Bills are not printed under the Patent.

The above amount is for Bills alone, being the only work executed by Messrs. Eyre & Spottiswoode for The House of Commons.

Her Majesty's Printing Office,
20 April 1855.

Eyre & Spottiswoode.

This proof is desired by Mr. Clay to be corrected before the 25 copies are printed off. To which Major Benicowski objected, saying that it needed no correction, On further consideration he proposed to make such corrections as he thinks indispensable — &c

MINUTES OF EVIDENCE TAKEN BEFORE THE

. The Clause provides that such subscription shall be verified in such manner as the General Board requires, and the statements contained in any such Petition shall be verified in such manner as the General Board requires." Now the result of that is that the whole thing is in the hands of the General Board.

This Clause is put in to give the General Board power to make an inquiry into the truth of these petitions, that they may not be imposed upon. Is not that a necessary provision? I perfectly admit that the object is good, but unfortunately in practice it has been found that it cannot be provided against by any enactment of this sort. I am prepared to bring innumerable instances before this Committee to show what is really the practical effect of the requisition signed by one tenth of the ratepayers; and with respect to these cases I may state that I have the original documents in my possession and can produce them if necessary. I will mention one case. In the town of Worthing a petition was alledged to be sent up signed by only 90 persons, while the rate books showed that there were 920 rate payers in the Town so that the petition did not come within the Act — but the Board of Health took it upon itself, showing what general Boards can do, to say that 90 was more than one tenth of 920 — still they had the power by Act of Parliament to do so. Mr — the superintending Inspector went down to Worthing and this matter was pointed out to him, but he refused to give any notice to it. A Deputation came up and went to the commissioners, and they expressly stated that it should be inquired into, and that if the facts were as stated the undertaking should not be proceeded with, but Mr. [redacted] still refused to inquire into it, and the provisional order was issued. Now as to these facts which I have mentioned before the Committee, I have the documents here and am perfectly prepared to state the facts in full. I think that shows how the provision that the petition shall be verified in the manner that the General Board require, fails.

How do you propose to meet the case so that the General Board may have the power of inquiring fairly into the allegations of the Petition, without sending down Inspectors in the first instance?

I understand the object of this section and of the following section to be this, that there shall be an inquiry made as to certain facts, instead of the Act being adopted without any inquiry as to the allegations set forth in the petition; this is a preliminary inquiry as to whether the signatures are genuine or not. Now that involves considerations of a most complicated character. I am prepared to bring before this Committee evidence to show that in many cases which I can name signatures have been deliberately forged, and I am prepared to bring evidence before the Committee to show that the parties getting up the Petition have in some cases gained signatures by the most gross misrepresentations; that petitions have been signed over the counter by men who were paid so much by the dozen; and when as in this case the ground of listening to the petition is the number of signatures that becomes the very gist of the petition.

How would you provide against such imposition upon the public departments?

If I am desired, I shall be prepared to suggest means by which I would meet the difficulty. At present I am anxious to point out the fact of the want of action.

The object of this Clause is to enable the public department to inquire into the validity of the signatures as well as the truth of the allegation — how would you meet that requisition?

This course I would adopt, which seems to be a practical one and which has been adopted on some occasions, when meetings of the ratepayers are held. The practical manner in which they hold those meetings is this. One of the ratepayers and one of the overseers take their stand at the door, and no one comes in but those whose names are in the rate books, and then, when they proceed to a vote, the division shows which side has the majority. And thus I should propose that there shall be a public meeting in order to determine whether the Act shall be adopted, and that upon that determination the adoption of the Act shall depend, and I would take the determination of a meeting of this sort instead of the signatures to a Petition.

Did I rightly understand you to propose this — that instead of one tenth of the ratepayers having power to send a petition to the General Board of Health, it shall act upon a petition which is determined upon and agreed to by a meeting of the majority of the ratepayers?

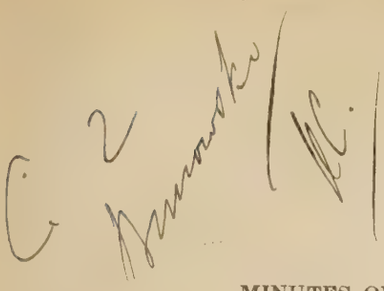
Precisely. I would suggest that a meeting of this sort should be initiative these proceedings. Now the next section I omit for the present entirely — section 34 is the next that I would observe upon. I do not perceive that this is altered at all, certainly not materially, in the amended Bill from what has been submitted to the Committee. I find in page 17, lines 8 and following, that "as soon as possible after the completion of such inquiry he" that is the Inspector, "shall report in writing to the General Board in such manner as they may direct, upon the several matters with respect to which he has been directed to inquire as aforesaid; and the General Board may if they think fit publish such report." Now this is extremely important. In the old Act of 1848, which is now in force, it was enacted that on a requisition of the inhabitants any such report shall be sent down to the place and means and opportunity shall be given to the inhabitants to know if it was genuine, but in this Bill there is no such provision. It is clearly essential that if they are to be affected by what arises from the inquiry, and there is to be a report upon it they should have the means of knowing what the result of this inquiry is and what the report is, but under this Bill they have no such opportunity whatever, and this state of things exists even at the present time. It was important to call the attention of the Committee to the fact that all these provisions exist in Public Health Act as it now stands. Yet it has been found that they have been evaded to a most extraordinary degree. I know many cases of that which I could mention to the Committee.

Chairman. It shall be provided in the Bill that the Report shall be published. What is the next suggestion that you wish to make to the Committee?

G R.

Corrected Proof Richards
15 June 1855.

[Lithographed Fac-simile of Major Beniowski's Proof]



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This Clause is put in to give the General Board power to make an inquiry into the truth of these petitions , that they may not be imposed upon . Is not that a necessary provision .

I perfectly admit that the object is good , but unfortunately in practice it has been found that it cannot be provided against by any enactment of this sort . I am prepared to bring innumerable instances before this Committee to show what is really the practical effect of the requisition signed by one tenth of the ratepayers , and with respect to these cases I may state that I have the original documents in my possession and can produce them if necessary —I will mention one case —In the town of Worthing a petition was alledged to be sent up signed by only 90 persons , while the rate books showed that there were 920 rate payers in the Town so that the petition did not come within the Act —but the Board of Health took it upon itself showing what general Boards can do , to say that 90 was more than one tenth of 920 —still they had the power by Act of Parliament to do so , Mr. —the superintending Inspector went down to Worthing and this matter was pointed out to him , but he refused to give any notice to it . A Deputation came up and went to the commissioners , and they expressly stated that it should be inquired into , and that if the facts were as stated the undertaking should not be proceeded with but Mr. still refused to inquire into it and the provisional order was issued . Now as to these facts which I have mentioned before the Committee , I have the documents here and am perfectly prepared to state the facts in full . I think that shows how the provision that the petition shall be verified in the manner that the General Board require Acts .

How do you propose to meet the case so that the General Board may have the power of inquiring fairly into the allegations of the Petition without sending down Inspectors in the first instance

I understand the object of this section and of the following section to be this , that there shall be an inquiry made as to certain facts , instead of the Act being adopted without any inquiry as to the allegations set forth in the petition , this is a preliminary inquiry as to whether the signatures are genuine or not . Now that involves considerations of a most complicated character I am prepared to bring before this Committee evidence to show that in many cases which I can name signatures have been deliberately forged and I am prepared to bring evidence before the Committee to show that the parties getting up the Petition have in some cases gained signatures by the most gross misrepresentations , that petitions have been signed over the counter by men who were paid so much by the dozen . and when as in this case the ground of listening to the petition is the number of signatures that becomes the very gist of the petition .

How would you provide against such imposition upon the public departments .

If I am desired I shall be prepared to suggest means by which I would meet the difficulty at present I am anxious to point out the fact of the want of action .

The object of this Clause is to enable the public department to inquire into the validity of the signatures as well as the truth of the allegation —how would you meet that requisition..

This course I would adopt which seems to be a practical one and which has been adopted ted on so ne occasions , when meetings of the rate payers are held . The practical manner in which they hold those meetings is this. One of the ratepayers and one of the overseers take their stand at the door , and no one comes in but those whose names are in the rate books and then when they proceed to a vote, the division shows which side has the majority . And thus I should propose that there shall be a public meeting in order to determine whether the Act shall be adopted , and that upon that determination the adoption of the Act shall depend and I would take the determination of a meeting of this sort instead of the signatures to a Petition ,

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661. How would you provide against such imposition upon the public departments?—If I am desired I shall be prepared to suggest means by which I would meet the difficulty; at present I am anxious to point out the fact of the want of action.

662. The object of this clause is to enable the public department to inquire into the validity of the signatures as well as the truth of the allegation—how would you meet that requisition?—This course I would adopt which seems to be a practical one, and which has been adopted on some occasions when meetings of the rate-payers are held. The practical manner in which they hold those meetings is this—one of the rate-poyers and one of the overseers take their stand at the door, and no one comes in but those whose names are in the rate-books, and then, when they proceed to a vote, the division shows which side has the majority. And thus I should propose that there should be a public meeting in order to determine whether the Act should be adopted, and that upon that determination the adoption of the Act shall depend; and I would like the determination of a meeting of this sort instead of the signatures to a petition.

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[*N. B.*—In this Index the Figures following the Names of the Witnesses refer to the Questions of the Evidence; those following *App. p.*, to the paging of the Appendix; and the Numerals following *Rep. p.*, to the paging of the Report.]

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Witness is the inventor of certain improvements in the art of printing, *Beniowski* 722——Present process of printing explained, *ib.* 723-726——Definition in detail of the several improvements effected therein by witness, *ib.* 727 *et seq.*——Approval of witness's invention by many practical printers, *ib.* 822, 823——Explanation of the unwillingness of the trade to adopt the invention, *ib.* 824, 825. 831-834. 838. 849. 853. 864. 867-869——Steps taken by witness to make the invention publicly known, *ib.* 826-828——Use of his invention by himself only; sufficient test of its advantages thereby, *ib.* 830-835. 844-848. 863, 864. 874-878. 881-883——Suggestion for instituting an inquiry into the merits of the invention, in order that the Committee may thereon come to a fair conclusion on the subject, *ib.* 836. 839-848. 867. 879, 880.

Witness considers that he is by no means too sanguine in anticipating that his invention will facilitate and cheapen printing to an enormous extent, *Beniowski* 837. 865, 866——With sufficient capital, he could at once bring his discoveries into general adoption, *ib.* 849-852——Reason why publishers are indisposed to adopt the invention, *ib.* 857-861——Explanation as to the public generally not having come forward to provide witness with sufficient capital, notwithstanding his offer to share the profits, which he estimates at 100 per cent. per annum, *ib.* 862. 870-877——Any person about to undertake printing would find witness's invention peculiarly advantageous, *ib.* 870. 1003, 1004——Extent to which witness can refer to practical and disinterested evidence in support of the merits of his invention, *ib.* 872-887.

Though witness is not at present provided with capital, he fully anticipates being in a position to make a specific tender for the Government printing, in the event of the Com-

Report, 1854-55—*continued.*

BENIOWSKI'S INVENTIONS—continued.

1. *General Explanation and Approval of the Inventions*—continued.

mittee reporting favourably upon his inventions, *Beniowski* 932-936——Paper delivered in, headed "Beniowski's Improvements in Printing," *ib.* 937——Estimate delivered in, being a statement of expenses of composing, &c. under the process, *ib.* 977——The machinery for the invention would be a little more expensive than that now in use, such extra outlay being as nothing in comparison with the enormous advantages anticipated, *ib.* 995, 996——Further explanation with reference to the non-adoption of witness's invention by the trade, *ib.* 997-1005.

Witness has examined Major Beniowski's inventions, and strongly approves of them, as facilitating composition, &c., *Smith* 1010-1013——Explanation as to the unwillingness of printers to adopt the invention, *Smith*, 1034. 1080-1082. 1104; *Sir J. M'Neil* 1609——Approval of the invention by several persons engaged under witness when in business as a printer, *Smith* 1035-1037——Very considerable reduction from the present price of Government printing, at which witness would take a contract if he had capital enough to make use of Major Beniowski's invention, *ib.* 1063-1066. 1068, 1069——Probable reasons why large publishers have not availed themselves of Major Beniowski's invention, *ib.* 1081-1091.

Evidence in explanation of the advantages of the invention on the score of composition, *Harris* 1106, *et seq.*; *Busk* 1188, 1189. 1207, 1208; *Allan* 1243-1254. 1318-1321; *Sir J. M'Neil* 1594-1608——Liberal manner in which Major Beniowski's estimate of the cost of printing under his process is drawn up, *Harris*, 1121-1123.

Witness has for several years approved of Major Beniowski's invention, *Busk* 1180——Non-adoption of the invention generally, on account of the opposition of type-founders, printers, and publishers; grounds of such opposition, *ib.* 1209-1221. 1235, 1236——Particular parts of the invention which have been patented, *ib.* 1227-1231——Limited opportunities of Major Beniowski for supplying his type, *ib.* 1232-1234——Witness, who is proprietor of the "Caledonian Mercury," would at once use Major Beniowski's invention if he could procure the type; explanation as to the want of such type, notwithstanding the advantages of the system, *ib.* 1258-1278.

Further statement by Major Beniowski, contending generally for the advantages of his inventions as compared with the old system, *App. p.* 132-135.

2. *Evidence in Disapproval:*

Sundry objections raised to the type, &c. invented by Major Beniowski; decided inferiority thereof to the type now in use, *Richard* 1339, *et seq.*——Wear of the type as proposed, so that the obverse letter would soon be useless, *ib.* 1386-1394. 1425-1430——Importance respectively of neatness and correctness in the appearance of the type, and of a deficiency in those respects, accompanied with economy, *ib.* 1395. 1400-1405.

Circumstances under which witness, who belongs to the firm of Miller & Richard, type founders, has twice been refused permission to inspect the invention, *Gill* 1432-1438. 1442-1450——Objection to the type proposed by Major Beniowski, *ib.* 1440, 1441.

Witness examined the invention about four years ago, and formed an extremely unfavourable opinion of it, *Clay* 1453-1456. 1460-1462. 1477, 1478——Decided objection to the proposed type, *ib.* 1456-1459. 1482, 1483——As regards composition, witness adduces sundry considerations in order to show the fallacy of reported advantages on such point, *ib.* 1458, 1459. 1471, 1475, 1476. 1484-1488. 1496, 1497——Great objections to the small type, *ib.* 1459.

Rapid and accurate composition under the present plan, as compared with Mr. Beniowski's scheme, *Clay* 1459. 1465——Facility with which any master printer could obtain hands to carry out the plan, *ib.* 1472-1474——Witness has read Major Beniowski's book, and sees nothing whatever in it desirable to be adopted, *ib.* 1478. 1489——Contemplated establishment of several additional newspapers in London adverted to as showing that the present time is a very favourable period for bringing forward Major Beniowski's invention on its own merits, if it possess any, *ib.* 1489-1493.

Witness has been superintendent for eighteen years of the printing-office at the Bank of England, *Coe* 1500-1502——Particulars of an experiment made by witness in order to test the merits of Major Beniowski's invention and of the present process; the result was exceedingly favourable to the present system, *ib.* 1503-1523. 1568-1581——Longer time and greater expense in composing, justifying, and distributing 500 letters by Major Beniowski's process of single types than by the present process, *ib.* 1504-1514. 1568. 1570-1581.

The result of the experiment showed that his system, as compared with the present system, cost 15 *s.* against 9 *s.*, and occupied 45 ½ minutes against 15 minutes, *Coe* 1504-1571. 1578-1581——Explanation as to witness not having tested the correctness of the composition, *ib.* 1515-1523——Greater expense in printing for the Bank of England if done upon Major Beniowski's system, *ib.* 1563-1565——The invention would be readily adopted by printers if they considered it cheaper than the present process, *ib.* 1591, 1592——No prejudice whatever exists at the Bank against the adoption of the process, *ib.* 1591.

3. *Report*

Report, 1854-55—*continued.*

BENIOWSKI'S INVENTIONS—continued.

3. *Report of Trials of the relative Merits of the present System and of that of Major Beniowski:*

Copy of Report by Mr. George Rennie of the trials on printing in June 1855 in the matter of Major Beniowski's patent, *App. p.* 125–135——Statement of trial at Mr. Clay's printing-offices on 13th June, *ib.* 125–127——Statement of trial at Major Beniowski's printing-offices on 15th June, *ib.* 127, 128.

Summary of the Trials, showing a saving in time and expense under Major Beniowski' process, *App. p.* 129——The quality of Major Beniowski's printing is, however, inferior to Mr. Clay's in several respects, *ib.* 130——General conclusions and observations by Mr. Rennie, *ib.* 130, 131.

Explanatory letter from Mr. Clay to Mr. Rennie, dated 18 June 1855, to the effect that the trials resulted in favour of the old system, *App. p.* 131, 132——Letter from Major Beniowski to Mr. Rennie, dated 16 June 1855, to a contrary purport, *ib.* 132.

4. *Conclusions of the Committee:*

Circumstances under which the Committee have felt it their duty to examine into the matter of the alleged invention, *Rep. p.* vii——Conflicting character of the evidence thereon, *ib.*——Trial subsequently of the relative merits of the present system and of the new scheme, *ib.*——Advantage in some points of the new scheme, the work produced being, however, inferior in quality, *ib.*——When the present arrangements for the Government printing expire, the author of the invention will have an opportunity of tendering for the contract, should he be so inclined, *ib.* vi, vii.

See also *Composition. Corrections*, 2. *Distribution of Type. Foreign Type. Inking Rollers. Logotypes. Printing Machine. Simultaneous Double Composition. Space Types. Type. Typefounding. Unskilled Labour. Wilson, Mr.*

Bibles, &c. Return of the number (distinguishing the several sizes) of Bibles, Testaments, Prayer-books, Psalms, and Forms of Prayer and Thanksgivings, &c., printed by the Queen's Printer, in each of the years 1851 to 1854 inclusive; showing the average price per copy at which each is sold, and the amount of drawback of paper duty in each year, *App. p.* 245.

Bills. Practice as to the number of Bills printed; the usual number is from 1,000 to 1,250, *Vardon* 116. 528, 529——Economy effected by the employment of witness's firm only in the printing of the Bills, *Spottiswoode* 699–706——Account of sums paid on account of the Bills, &c. in each of the years 1846–53, *App. p.* 175, 176.

Binding. Return of the cost of binding the sets of Parliamentary Papers in each year from 1844 to 1854; showing also the saving effected by the reduction in the number of bound sets, from the year 1847 to 1854, *App. p.* 164——Account of sums paid for binding, &c. in each of the years 1846–53, *ib.* 175, 176——Statement of the amount paid under this head to Mr. Hansard and to Messrs. Nichols & Son respectively for the Session of 1851, *ib.* 233.

Blind, Printing for the. Economy effected by witness's system of printing for the blind, *Beniowski* 937.

Board of Health. Communications in 1851, 1852, and 1853 from the General Board of Health and from the Comptroller of the Stationery Office, and Treasury Minutes thereon, with reference to the printing of sundry papers for the Board of Health, the cost of the same, and the authority under which printed, *App. p.* 141–158.

Statement in detail of the cost of printing (including paper) executed for the Board of Health, other than the reports of the stipendiary inspectors and provisional orders, from 1 July 1848 to 30 June 1852, *App. p.* 147, 148——Authority for printing certain papers, from July 1848 to June 1852, *ib.* 150——Statement setting forth the titles and the number of documents, exclusive of inspectors' reports, which have been printed by desire or for the use of the Board of Health, at the public expense, and by whose authority such documents have been printed, *ib.* 151–158.

Correspondence between the Home Office and the Stationery Office, in May 1854, with reference to the printing of the Report of the Board of Health, on the administration of the Public Health Act, and the authority under which printed by the Queen's Printers, *App. p.* 158–160.

Book-work Printing. Acceptance by the Stationery Office, about three years ago, of Messrs. Eyre & Spottiswoode as contractors for book printing, though not the lowest bidders, *M'Culloch* 176–179. 222——Sufficiency generally of the system of contract as regards book-work, *ib.* 216–220——Period and terms of the contract, *ib.* 221, 222.

Books, Price of. Practice with respect to the price charged for Government books, *M'Culloch* 250–253.

Report, 1854-55—*continued.*

Busk, Hans. (Analysis of his Evidence.)—Barrister-at-law, 1177——In his capacity as proprietor and editor of several papers, has had a good deal to do with printing, 1178, 1179——Has for several years strongly approved of Major Beniowski's invention, 1180——Great facility in composition by the use of Major Beniowski's types, which have letters on the side as well as on each end, so that any one who can read, can compose, 1181–1184. 1222–1226——Quicker rate at which witness could compose under Major Beniowski's plan than under the present system, 1185. 1222–1225——Advantage of Major Beniowski's composing boxes, 1186——Facility of distribution of the type, 1187——Economy derivable from the greater facility of distribution and composition under Major Beniowski's invention generally, 1188. 1199. 1207, 1208.

Evidence in favour of Major Beniowski's system of logotypes, as causing facility of composition, and leading to economy, 1189, 1190. 1196–1204——Explanation as to the abandonment of an attempt, many years ago, to print the "Times" by logotypes, 1190–1196——Great facility of correction in the use of Major Beniowski's types, 1197, 1198——Peculiar advantages of his inking rollers over those now in use, 1205, 1206——Non-adoption of the invention generally on account of the opposition of type-founders, printers, and publishers; grounds of such opposition, 1209–1221. 1235, 1236——Particular parts of the invention which have been patented, 1227–1231——Limited opportunities of Major Beniowski for supplying his type, 1232–1234.

C.

Clay, Richard. (Analysis of his Evidence.)—Master printer, 1451, 1452——Examined Major Beniowski's invention about four years ago, and formed an extremely unfavourable opinion of it, 1453–1456. 1460–1462. 1477, 1478——Unwillingness on the part of Major Beniowski to allow a detailed inspection by witness, 1455. 1478——Statement to the effect that the intaglio letter on the end of the tpye is of no practical advantage, there being at present great rapidity in reading the type reversed, 1456–1458. 1479–1481——Necessity of an actual trial, in order to determine whether composition can be done more quickly and properly under Major Beniowski's system than under the present system; challenge hereon by witness, under certain conditions, 1458, 1459. 1463. 1497–1499.

Impracticability of composing 5,000 or 6,000 types in an hour by Major Beniowski's plan; sundry duties of the compositor besides that of picking up the type adverted to on this point, 1458, 1459. 1475, 1476. 1484–1488. 1496, 1497——A compositor in order really to effect composition, must do very many things which seem to be ignored under Major Beniowski's system, 1458, 1459. 1475. 1484–1488. 1496, 1497——Different things which the compositor is bound to do for his 6*d.* per 1,000 letters, 1459. 1475——Opinion as to the unfitness of pincers as a substitute for the fingers and thumb, in placing the type in juxta-position, 1462, 1463——Average composition of 1,700 letters an hour under the present system, 1464, 1465——Present mode of payment of compositors adverted to, as showing how far the trade or the public derive benefit from rapid composition, 1466–1471——Facility with which any master printer could obtain hands to carry out Major Beniowski's plan, 1472–1474.

Witness has read Major Beniowski's book, and sees nothing whatever in it desirable to be adopted, 1478. 1489——Probability of the intaglio letter on the end of the type being soon obliterated, 1482, 1483——Testimony of Mr. Wilson to the merits of Major Beniowski's inking-rollers only, adverted to, 1489——Necessary sacrifice of witness's stock of type if he adopted Major Beniowski's type, 1489. 1494, 1495——Contemplated establishment of several additional newspapers in London adverted to, as showing that the present is a very favourable period for bringing forward Major Beniowski's invention on its own merits, if it possess any, 1489–1493.

Clowes, Messrs. Contract formerly with Messrs. Clowes adverted to; large sums received by them, *M'Culloch* 285. 307, 308.

Coe, John. (Analysis of his Evidence).—Superintendent for 18 years of the printing-office at the Bank of England, 1500–1502——Particulars of an experiment made by witness in order to test the relative merits of Major Beniowski's invention and of the present process; the result was exceeding favourable to the present system, 1503–1523. 1568–1581——Much longer time and considerably greater expense in composing, justifying, and distributing 500 letters by Major Beniowski's process of single types than by the present process, 1504–1514. 1568. 1578–1581——Longer time also and greater expense in doing the same work by logotypes, 1504–1514. 1568–1577——Explanation as to witness not having tested the correctness of the composition in either case, 1515–1523.

No advantage in the mode of arranging the type in Major Beniowski's cases, 1524, 1525——No advantage in composition by there being an intaglio letter on the end of each type, 1527–1530——Disadvantage rather than otherwise in the types with spaces attached to them, 1531–1534——Serious obstacle to good composition in the proposed system of logotypes, on account of the tinfoil adding to the size of the type, 1537–1546.

Report, 1854-55—*continued.*

Coe, John. (Analysis of his Evidence)—*continued.*

Incorrectness of the composition in a printed estimate done by Major Beniowski, 1548–1551——Great delay and inconvenience, without any economy, in the proposed employment of a copyist, in order to enable children, or very cheap labour, to be employed in composing from manuscript, 1552–1562. 1566, 1567——Necessity of all compositors being able to read bad writing, and to compose therefrom, 1558–1562——Great expense of the printing for the Bank of England if done upon Major Beniowski's system, 1563–1565——Great facility of composition, &c., and less expense, by the employment of intelligent compositors, as at present, than by the system of cheap labour contemplated by Major Beniowski, 1563. 1566–1587.

Composition at present of 2,000 or 2,500 letters an hour by an average compositor, 1572——Inability of the boys employed by Major Beniowski to do work which all compositors are required to do under the present system, 1582, 1583——No economy in the division of labour under Major Beniowski's plan, 1584–1587——No advantage in correcting for the press as proposed, without the necessity of taking a proof copy, 1588–1590——The invention of Major Beniowski would be readily adopted by printers if they considered it cheaper than the present process, 1591, 1592.

Commissions, Reports of. Authority given by the Treasury, or the Home Office, for the printing of Reports of Commissions, &c., *M'Culloch* 64, 65——Excessive amount of printing often ordered by public Commissions, *ib.* 71–73.

Large amount of contract printing in the case of papers presented by command; absence of control in Parliament over the number of copies so printed, *Vardon* 472–476. 479–481——The Printing Committee has no control over the printing of Reports of Commissions, *ib.* 508. 537——Further reference to the printing of Reports of Commissions; probable regulation as to the number, *ib.* 537–540——Propriety of an extension of the powers of the Printing Committee hereon, *ib.* 541–544.

Great increase of late years in the printing of these Reports, *M'Culloch* 580, 581——Regulation as to the number of copies printed, *ib.* 585——Check proposed to be given to the Printing Committee over the number and bulk of printed copies, *ib.* 590–598.

Return containing particulars of the Cost, Number of Copies, &c. in regard to Reports of Commissioners and Papers presented by Command, during the years 1846–52, *App. p.* 189–226——Similar Return for the years 1853-54, *ib.* 227–232.

Unnecessary details frequently printed for Commissions, there being no check or control in the matter, *Rep. p.* vi, vii——Recommended power of control in the Printing Committee on this point, *ib.* vi, viii.

See also *Board of Health. Committee of Privy Council on Education. Gratuitous Distribution of Papers. Job-work Printing. Useless Printing.*

Committee on Petitions. Number of printed copies of Reports from the Committee on Public Petitions, *Vardon* 514–516.

Statement of the expense of the Printing and Paper of the Reports in each of the years 1850-53, *App. p.* 177. 234.

Committee of the Privy Council on Education. Immense amount of useless matter printed for the Committee of Council on Education; waste of money thereby, *M'Culloch* 44, 45. 63. 67–70. 82–85——There are 10,000 copies of this useless matter printed yearly, and distributed gratuitously, *ib.* 44. 67——Impression that the 10,000 copies of Reports given away by the Council of Education cost from 2,000 *l.* to 3,000 *l.*, *ib.* 254——The gratuitous distribution of these Reports is a great abuse, *ib.* 385. 388. 588.

Explanation relative to the volumes distributed gratuitously by the Committee of Council to the correspondents and teachers of schools under Government inspection; useful character of these volumes; *Lingen* 394. 404. 408. 412——Reference to correspondence with the Treasury in 1853, which resulted in no reduction being made in the number of copies distributed, *ib.* 394, 395. 421, 422——There are many applications for copies which cannot be complied with to any extent, *ib.* 395. 404. 409——About 10,000 copies are distributed annually, *ib.* 396. 423–425. 430——The total cost of 10,000 copies distributed in 1851–52, was 1,211 *l.* 10 *s.* 11 *d.*, or an average of about 2 *s.* 6 *d.* each volume, *ib.* 397. 403——Importance of the teacher and of the correspondent each receiving a copy, *ib.* 399, 400——Quantity of matter contained in each volume; form in which published; average cost, &c., *ib.* 401–403. 415–420——Expediency of the distribution being gratuitous, *ib.* 404. 410, 411——Gratuitous distribution to the workhouse schools of about 2,000 copies of the Reports of the Inspectors of those schools, *ib.* 425–428.

Further reference to the gratuitous distribution of 10,000 copies of the Reports on Education, and to the very bulky and useless character of those Reports, *M'Culloch* 585–587——Suggested check for controlling the size of the Appendices to the Reports, *ib.* 590–598.

Report, 1854-55—*continued.*

Composition:

1. *Invention hereon by Major Beniowski explained and approved of.*
2. *Disapproval of the Invention.*
3. *Result of an Experiment in the Matter.*

1. *Invention hereon by Major Beniowski explained and approved of:*

Great facility in printing under witness's system of composition, no previous apprenticeship being necessary, as at present, *Beniowski* 729-731. 743-759——New process proposed for composing the matter in the galley, *ib.* 732-742——Description generally of the compositor's box invented by witness, and of the manner in which the types are arranged therein; considerable facility in composition thus obtained; *ib.* 760-775——Explanation of the large number of compartments as proposed by witness, *ib.* 793-795——About 1,000 types per hour is the present average rate of composition, *ib.* 854, 855——Under witness's process a beginner can compose at the rate of 5,000 or 6,000 types an hour, *ib.* 856——Economy in the greater productiveness than under the present system, *ib.* 983.

Composition at the rate of 5,000 letters an hour by a young person at Major Beniowski's in witness's presence; the same compared with the usual rate of composition, *Smith* 1017-1020. 1038-1045——Much greater readiness with which young persons might compose under Major Beniowski's system than under the present method, *ib.* 1021-1033. 1049-1057——Approval of the mode of arrangement of the composing boxes, *Smith* 1022-1033; *Bush* 1186; *Sir J. M'Neil* 1598, 1599.

Witness has been in the habit of composing on the plan invented by Major Beniowski, *Harris* 1105——Great facility in composition under this plan, *ib.* 1106-1116. 1155, 1156——Rate at which witness can compose with single letters and with logotypes, *ib.* 1107, 1108——Peculiar advantages in the arrangements of the composing boxes, *ib.* 1117-1120. 1153, 1154——Advantage in several points of view of the facility in composition attainable through Major Beniowski's invention, *ib.* 1133-1140——Size of the type used by witness; quicker composition by the use of smaller type, *ib.* 1157, 1158——Quicker rate at which witness could compose under Major Beniowski's plan than under the present system, *Bush* 1181-1185. 1222-1225.

2. *Disapproval of the Invention:*

Necessity of an actual trial in order to determine whether composition can be done more quickly and properly under Major Beniowski's system than under the present system; challenge hereon by witness, under certain conditions, *Clay* 1458, 1459. 1463. 1498, 1499——Impracticability of composing 5,000 or 6,000 types in an hour by Major Beniowski's plan; sundry duties of the compositor besides that of picking up the type, adverted to on this point, *ib.* 1458, 1459. 1475. 1476. 1484-1488. 1496, 1497——Necessity, even in the commonest printing, of the compositor being educated, *ib.* 1458. 1475, 1476. 1484.

Different things which the compositor is bound to do for his sixpence per 1,000 letters, *Clay* 1458, 1459. 1475——A compositor, in order to effect composition, must do several things which seem to be ignored by Major Beniowski, *ib.* 1458, 1459. 1475. 1484-1488. 1496, 1497——Opinion as to the unfitness of pincers as a substitute for the fingers and thumb in placing the type in juxta-position, *ib.* 1462, 1463——Average composition of 1,700 letters an hour under the present system, *ib.* 1464, 1465——Present mode of payment of compositors adverted to, as showing how far the trade or the public derive benefit from composition, *ib.* 1466-1471.

No advantage in the mode of arranging the type in Major Beniowski's cases, *Coe* 1524, 1525——Incorrectness of the composition in a printed estimate done by Major Beniowski, *ib.* 1548-1551——Necessity of all compositors being able to read bad writing, and to compose therefrom, *ib.* 1558-1562——Composition at present of 2,000 or 2,500 letters an hour by an average compositor, *ib.* 1572.

3. *Result of an Experiment in the Matter:*

Report of trials of Major Beniowski's invention and of the present process, and summary thereof, stating a saving of time in composition under Major Beniowski's plan as compared with the present system, *App. p.* 125-129——Inferior quality of the work under Major Beniowski's plan, *ib.* 130——Such inferiority, &c. adverted to by the Committee, *Rep. p.* vii.

See also *Beniowski's Inventions. Distribution of Type. Logotypes. Simultaneous Double Composition. Space Types. Type. Unskilled Labour.*

Composition Charges (*House of Commons Printing*). Return of a Scale of the Rates of Wages paid for Composition by the Printer to the House of Commons, and upon which the Printer's mode of calculation for his per-centage Charges is based, compared with the Prices allowed for similar Work by the Contract Schedule, *App. p.* 162——Statement of the Amount paid to Mr. Hansard and to Messrs. Nichols & Son respectively for the Session of 1851, *ib.* 233——*See* also *House of Commons.*

Report, 1854-55—*continued.*

Confidential Printing. See *Harrison, Mr.*

Contracts. System of contract pursued in the ordinary printing for the Government, *M'Culloch* 10——Particulars relative to the contract for printing entered into with Messrs. Eyre & Spottiswoode in 1851, which is to continue till 1858, *ib.* 10-13——Successful system of contract under which paper of different kinds is procured by the Stationery Office, *ib.* 33. 57, 58. 165-167. 234——Opinion that the system of contract generally in the office is carried to an absurd extent, *ib.* 167——Inexpediency of being bound to accept the lowest tender for a contract, *ib.* 173, 174. 207. 613-617. 623——Rule laid down that the Stationery Office must contract with the lowest bidder; two occasions only on which witness has violated this rule, explained, *ib.* 175-179.

Recommended mode of contract in regard to certain printing, *M'Culloch* 204, 205. 223. 228. 238-241. 638, 639——Advantages of not being bound to send all the orders to one contractor; protection thereby to the Stationery Office and the public, *ib.* 204-210, 223-228——The Comptroller of the Stationery Office has not sufficient power, under the present contract system, to reject any thing supplied, *ib.* 204. 211-215——The work, under the system proposed by witness, should continue to be given to the same contractor only during good conduct, *ib.* 204-207. 210. 223. 227, 228.

Opportunity for imposition under the present contract system of the Stationery Office, *M'Culloch* 208. 234——Employment of competent persons to judge of the quality of the contract work for the Stationery Office, *ib.* 233——Anticipated impartiality generally in the examination of contract supplies, under the proposition for leaving it optional in the Stationery Office to take what amount they please from any one contractor, *ib.* 234, 235——Comparative uselessness of the securities required for the proper performance of contracts, *ib.* 614, 615——Bad quality frequently of the articles necessarily accepted at times under contract, *ib.* 616-618. 624——Practice as to the forms of contract put forth by the Stationery Office, *ib.* 618. 622.

Conditions of a contract proposed to be entered into by the Comptroller of the Stationery Office for the printing of reports, papers, and books (exclusive of job-work), and for the folding, stitching, trimming, sewing, and covering of reports and papers, for the public service, during the seven years, commencing on the 1st July 1851, and terminating on the 30th June 1858; *App. p.* 136, 137——Schedules of prices for book-work printing, and for folding, stitching, trimming, sewing, covering, &c. of Reports and Papers, for the years 1851-58; *ib.* 138-140.

Letter from the Comptroller of the Stationery Office to the Queen's Printers, dated 11 November 1852, stating the regulations to be observed before the printing of Reports or Papers under contract, *App. p.* 160.

See also *Bookwork Printing. Commissions, Reports of. Grierson, Messrs. Ink. Job-work Printing.*

Control. See *Printing Committee. Stationery Office. Treasury, The. Useless Printing.*

CORRECTIONS:

1. *Printers' Charges.*
2. *System of Correction under Major Beniowski's Plan.*

1. *Printers' Charges:*

Rate of payment respectively to Messrs. Hansard and the contract printers for corrections, *M'Culloch* 81——Item of 1 *s.* per hour paid to Messrs. Hansard for corrections, adverted to and explained, *Vardon* 137-139. 452. 493——Practice relative to the charge by witness's firm for corrections, and the supervision thereof by the Stationery Office, *Spottiswoode* 687-689.

Statement of the amount paid, under this head, to Mr. Hansard and to Messrs. Nichols & Son respectively, for the Session of 1851; *App. p.* 233.

2. *System of Corrections under Major Beniowski's Plan:*

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1. *Sundry Advantages attributed to Major Beniowski's Invention hereon:*

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REPORT

FROM THE

SELECT COMMITTEE

ON

POSTAL ARRANGEMENTS (WATERFORD, &c.);

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
31 *July* 1855.

Martis, 19° *die Junii*, 1855.

Ordered, THAT a Select Committee be appointed to inquire into the Postal Arrangements in the City and County of Waterford, and Counties of Tipperary, Cork, and Limerick, with a view to ascertain and Report how they may be Improved.

Martis, 26° *die Junii*, 1855.

Committee nominated of,—

Mr. Meagher.	Mr. Barrow.
Mr. Henry Herbert.	Mr. Dunlop.
Mr. Fagan.	Mr. Wickham.
Mr. Maguire.	Viscount Monck.
Mr. De Vere.	Mr. Wilson.
Mr. Liddell.	Mr. Gordon.
Sir Stafford Northcote.	Mr. Lowe.

Ordered, THAT the Committee have power to send for Persons, Papers, and Records.

Ordered, THAT Five be the Quorum of the Committee.

Mercurii, 27° *die Junii*, 1855.

Ordered, THAT Mr. Francis Scully be added to the Committee.

Jovis, 28° *die Junii*, 1855.

Ordered, THAT it be an Instruction to the Committee to inquire into the Postal Arrangements in the Counties of Kildare, Carlow, Kilkenny, Wicklow, and Wexford, of the City of Kilkenny, and the Town of Wexford.

Mercurii, 4° *die Julii*, 1855.

Ordered, THAT Mr. Dunlop and Mr. Gordon be discharged from further attendance on the Committee, and that Mr. Grogan and Mr. Sampson Ricardo be added thereto.

Ordered, THAT it be an Instruction to the Committee to include in their Inquiries the Postal Arrangements between Dublin, Cork, and Tralee.

Jovis, 5° *die Julii*, 1855.

Ordered, THAT it be an Instruction to the Committee to include in their Inquiries the Postal Arrangements between Limerick and Ennis, and Dublin and Ennis.

Veneris, 6° *die Julii*, 1855.

Ordered, THAT it be an Instruction to the Committee to inquire into the Postal Arrangements of all other Ports of Ireland not hitherto referred to the Committee.

Martis, 31° *die Julii*, 1855.

Ordered, THAT the Committee have power to Report their Observations, together with the Minutes of Evidence taken before them, to The House.

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REPORT.

THE SELECT COMMITTEE appointed to Inquire into the POSTAL ARRANGEMENTS in the City and County of *Waterford*, and Counties of *Tipperary*, *Cork*, and *Limerick*, with a view to ascertain and Report how they may be Improved; and to Inquire into the POSTAL ARRANGEMENTS in the Counties of *Kildare*, *Carlow*, *Kilkenny*, *Wicklow*, and *Wexford*, of the City of *Kilkenny*, and the Town of *Wexford*; and into the POSTAL ARRANGEMENTS between *Dublin*, *Cork*, and *Tralee*; and into the POSTAL ARRANGEMENTS between *Limerick* and *Ennis*, and *Dublin* and *Ennis*; and into the POSTAL ARRANGEMENTS of all other Ports of *Ireland* not hitherto referred to the Committee; and who were empowered to Report their OBSERVATIONS, together with the MINUTES of EVIDENCE taken before them, to The HOUSE;——HAVE made progress in the Matters to them referred, and have agreed to the following REPORT:—

THAT Your Committee have proceeded with the Inquiry into the Matters regarding the Postal Communications in several Districts of Ireland, in obedience to the original and two of the subsequent Orders of Reference.

At this advanced period of the Session, they deem it expedient to close their Inquiries for the present.

They have agreed to Report to The House the Minutes of the Evidence already taken before them.

It is the opinion of Your Committee, that the importance of the subject justifies them in recommending that the Inquiry be proceeded with at an early opportunity in the next Session.

31 *July* 1855.

PROCEEDINGS OF THE COMMITTEE.

Lunæ, 2° die Julii, 1855.

MEMBERS PRESENT:

Mr. Meagher.	Mr. Liddell.
Mr. De Vere.	Mr. Maguire.
Mr. Dunlop.	Viscount Monck.
Mr. Fagan.	Mr. Francis Scully.

Mr. *Meagher* was called to the Chair.

The Committee deliberated on the course of their Proceedings.

[Adjourned to To-morrow, at One o'clock.

Martis, 3° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Sir Stafford Northcote.
Mr. Fagan.	Mr. Francis Scully.
Mr. Barrow.	Mr. Maguire.
Mr. De Vere.	Mr. Lowe.
Viscount Monck.	Mr. Henry Herbert.
Mr. Liddell.	

Mr. *Rowland Hill,* examined.

[Adjourned to Friday next, at Twelve o'clock.

Veneris, 6° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Liddell.
Mr. De Vere.	Mr. Fagan.
Mr. Barrow.	Mr. Francis Scully.
Mr. Wickham.	Mr. Maguire.
Viscount Monck.	Mr. Wilson.
Sir Stafford Northcote.	Mr. Grogan.
Mr. Henry Herbert.	

Mr. *Joseph Fisher,* Mr. *John Blake,* Mr. *Joseph Malcomson,* and Mr. *John O'Connor,* examined.

[Adjourned to Monday next, at Twelve o'clock.

Lunæ, 9° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Grogan
Mr. Francis Scully.	Mr. Wickham.
Mr. De Vere.	Viscount Monck.
Mr. Barrow.	Mr. Henry Herbert.
Mr. Ricardo.	Mr. Fagan.
Mr. Liddell.	Mr. Maguire.
Sir Stafford Northcote.	Mr. Wilson.

Mr. *James Delahunty,* Mr. *John Isaac Heard,* a Member of The House, The Rev. *David A. Doudney,* Mr. *Wilson Kennedy,* and Mr. *Joseph Kenny,* examined.

[Adjourned to Friday next, at Twelve o'clock.

Veneris, 13° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Henry Herbert.
Mr. De Vere.	Mr. Maguire.
Mr. Fagan.	Viscount Monck.
Mr. Barrow.	Mr. Ricardo.
Mr. Grogan.	Mr. Liddell.
Sir Stafford Northcote.	Mr. Francis Scully.

Mr. *John D. Fitzgerald*, the Solicitor-General for Ireland, a Member of The House, Mr. *Chistopher O'Brien*, and Mr. *Henry Herbert*, a Member of the Committee, examined.

[Adjourned to Monday next, at Twelve o'clock.

Lunæ, 16° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. De Vere.
Mr. Francis Scully.	Mr. Fagan.
Mr. Barrow.	Viscount Monck.
Mr. Grogan.	Mr. Ricardo.
Mr. Wickham.	Mr. Wilson.
Mr. Liddell.	Mr. Henry Herbert.
Sir Stafford Northcote.	Mr. Maguire.

Mr. *Lorenzo Alexander*, Mr. *Henry Alcock Fletcher*, and Mr. *Anthony Trollope*, examined.

[Adjourned to Friday next, at Twelve o'clock.

Veneris, 20° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. De Vere.
Mr. Wilson.	Mr. Lowe.
Mr. Barrow.	Mr. Ricardo.
Mr. Grogan.	Mr. Maguire.
Mr. Liddell.	Mr. Henry Herbert.
Sir Stafford Northcote.	Mr. Wickham.
Mr. Francis Scully.	Mr. Fagan.

Mr. *Anthony Trollope*, further examined.

[Adjourned to Monday next, at Twelve o'clock.

Lunæ, 23° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Liddell.
Mr. Wilson.	Mr. Ricardo.
Mr. Francis Scully.	Viscount Monck.
Mr. Grogan.	Mr. Lowe.
Mr. Wickham.	Mr. Maguire.

Mr. *Anthony Trollope*, further examined.

[Adjourned to Friday next, at Twelve o'clock.

Veneris, 27° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Viscount Monck.
Mr. Wilson.	Mr. Liddell.
Mr. Francis Scully.	Mr. De Vere.
Mr. Barrow.	Mr. Wickham.
Mr. Grogan.	Mr. Maguire.

Mr. *Anthony Trollope*, further examined.

[Adjourned till Monday next, at Twelve o'clock.

Lunæ, 30° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Grogan.
Mr. Francis Scully.	Viscount Monck.
Mr. Barrow.	Mr. Wickham.
Mr. Lowe.	Mr. Maguire.

Mr. *Edward Page*, examined.

[Adjourned to To-morrow, at Two o'clock, to consider Report.

Martis, 31° die Julii, 1855.

MEMBERS PRESENT:

Mr. MEAGHER, in the Chair.

Mr. Meagher.	Mr. Wickham.
Viscount Monck.	Mr. Lowe.
Mr. Grogan.	Mr. F. Scully.
Mr. De Vere.	Mr. Ricardo.
Mr. Maguire.	Mr. Wilson.

Draft Report read, 1°, as follows:

"1. That your Committee have proceeded with the inquiry into the matters regarding the Postal Communications in several districts of Ireland, in obedience to the original and two of the subsequent Orders of Reference.

"2. At this advanced period of the Session, they deem it expedient to close the inquiries for the present.

"3. They have agreed to report to The House the Minutes of Evidence already taken before them.

"4. It is the opinion of Your Committee, that the importance of the subject justifies them in recommending that the inquiry be proceeded with at an early opportunity in the next Session."

Draft Report read 2°, and considered paragraph by paragraph.

Paragraphs 1 and 2 read, and agreed to.

Paragraph 3 read. Amendment proposed, to add the words, "That in the opinion of this Committee the employment of special trains on the Waterford and Limerick, and Waterford and Kilkenny lines of Railway, for the conveyance of the mails, would be attended with an increase of expense to the public, which would not be justified by the advantages thereby conferred" (Viscount *Monck*), at the end of the paragraph:—Motion made, and question put, "That those words be there added."—Committee divided:

Ayes, 4.	Noes, 5.
Mr. Lowe.	Mr. De Vere.
Viscount Monck.	Mr. Grogan.
Mr. Ricardo.	Mr. Maguire.
Mr. Wilson.	Mr. F. Scully.
	Mr. Wickham.

Amendment

Amendment proposed, to add the words, "That in the opinion of this Committee, the employment by the Post Office of the ordinary passenger trains on the Waterford and Limerick, and Waterford and Kilkenny lines of Railway, for the conveyance of the mails, might be attended with advantage, when the use of such trains can be obtained on terms similar to those upon which such services are rendered in other parts of the kingdom" (Viscount *Monck*), at the end of the paragraph:—Motion made, and question put, "That those words be there inserted."—The Committee divided:

Ayes, 4.	Noes, 5.
Mr. Lowe.	Mr. De Vere.
Viscount Monck.	Mr. Grogan.
Mr. Ricardo.	Mr. Maguire.
Mr. Wilson.	Mr. F. Scully.
	Mr. Wickham.

Paragraph agreed to.

Paragraph 4 read, and agreed to.

Question, "That this Report be the Report to The House," put, and agreed to.

Question, "That the Minutes of Evidence taken before the Committee be reported to The House," put, and agreed to.

Ordered to Report.

EXPENSES OF WITNESSES.

NAME of WITNESS.	PROFESSION or CONDITION.	From whence Summoned.	Number of Days absent from Home, under Orders of Committee.	Expenses of Journey to London and back.	Allowance during Absence from Home.	TOTAL Expenses Allowed to Witness.
				£. s. d.	£. s. d.	£. s. d.
Joseph Fisher	Gentleman	Waterford	7	9 14 –	7 7 –	17 1 –
Joseph Malcomson	Ditto	Ditto	7	5 13 –	7 7 –	13 – –
John Blake	Ditto	Ditto	7	9 14 –	7 7 –	17 1 –
John O'Connor	Ditto	Ditto	7	5 13 –	7 7 –	13 – –
James Delahunty	Ditto	Tramore	7	8 – –	7 7 –	15 7 –
The Rev. David A. Doudney.	Clergyman	Bonmahon	7	8 10 –	7 7 –	15 17 –
Joseph Kenny	Solicitor	Clonmel	9	9 – –	18 10 –	27 18 –
Wilson Kennedy	Gentleman	Ditto	9	9 16 –	9 9 –	19 5 –
Christopher O'Brien	Ditto	Dungarvan	9	9 – –	9 9 –	18 9 –
Lorenzo Alexander	Ditto	Tonbridge Wells	2	1 1 –	2 2 –	3 3 –
Henry A. Fletcher	Ditto	London*	4	3 17 6	4 4 –	8 1 6
					£.	168 2 6

* This Witness was resident in London, but on his statement to the Committee that his detention in London on their behalf had rendered useless his return-ticket, the Committee recommended the payment to him of his travelling expenses between London and Kilkenny.

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Martis, 3° *die Julii*, 1855.

MEMBERS PRESENT.

Mr. Meagher.
Mr. De Vere.
Mr. Fagan.
Mr. Henry Herbert.
Mr. Liddell.
Mr. Lowe.
Mr. Maguire.
Viscount Monck.
Sir Stafford Northcote.
Mr. Francis Scully.
Mr. Barrow.

THOMAS. MEAGHER, Esq., IN THE CHAIR.

Rowland Hill, Esq., called in; and Examined.

1. *Chairman.*] ARE you acquainted with the local postal arrangements in the district which is referred to this Committee for inquiry?—I have no knowledge of the locality; a gentleman is here who will speak to points connected with the locality; all that I can do is to deal with the general principles and general features of the arrangements.

2. Viscount *Monck.*] You are Secretary to the Postmaster-general?—I am Secretary to the Post-office.

3. How long have you been connected with the Post-office department?—I have held an appointment in the Post-office itself rather more than eight years and a half, but I held an appointment in the Treasury connected with the Post-office previously.

4. Will you be good enough to state, generally, to the Committee, what are the principles which have regulated the Post-office arrangements, for the last few years, with reference to the transmission and delivery of mails?—The rule upon which we act is, that as far as can readily be ascertained, with a strong leaning in favour of affording additional accommodation of every kind, a particular measure should give a prospect of such an increase of revenue as to pay its own expenses; we are always prepared to make some allowance for the increased facilities afforded to trade and to social communications, but if we were to depart very widely from the rule of requiring that the measure should be self-supporting, then we think we should make a mistake, inasmuch as we should in effect tax the community at large for the advantage of a single locality.

5. Then, as I understand the answer you have just given, your principle is, that you do not look for profit necessarily from any arrangement which may be made for public convenience; that if it is self-supporting you are quite satisfied to undertake it, and that even in certain cases you will go beyond that, where there are great social and commercial advantages to be derived from any measure by spending money upon the arrangement?—That is the view which we take. I may add that our leaning is so very decidedly in favour of an extension of postal accommodation, that if there is a doubt, we give the advantage rather than withhold it.

R. Hill, Esq.

3 July 1855.

6. I apprehend that within the last few years, since the establishment of railways in Ireland, in the south of Ireland particularly, the postal communications have been greatly improved and the convenience to the public greatly increased. Can you give the Committee some instances of that with reference to the employment of railways in the transmission of mails?—As soon as the railways were constructed the department took advantage of them for the conveyance in all directions of the principal mails to and from Dublin, which, of course, would include the mails passing between the north and south of Ireland, and also the English mails. In consequence of those arrangements and other facilities afforded in connexion with the railways, the hours for posting and those for delivering letters were very greatly improved.

7. Take, for example, two or three large towns in Ireland. Have you sufficient knowledge of the arrangements to speak to the hours of posting in Dublin, Cork, and Waterford, for instance, at present, as compared with the former state of things?—I have documents which will enable me to give that information.

8. Have you a map of the district?—I have (*producing the same, and explaining it to the Committee*).

9. What has been the effect of the railways?—They have greatly facilitated our proceedings; they have enabled us to give day mails to towns which had not day mails before; the post towns to which day mails have been extended within the district under consideration are Limerick, Waterford, Wexford, and all towns between those places and Dublin.

10. They had no day mails before?—No.

11. With reference to the posting of letters, and the distribution of letters, in the towns, has considerable improvement taken place in that respect?—Very great improvement has taken place within the last 10 or 12 years in that respect. The Committee will be, perhaps, a little surprised when I state, that about 12 or 15 years ago, since the adoption of the reduced rates of postage, a very large proportion of the towns in Ireland had absolutely no letter-carriers.

12. People had themselves to send to the Post-office for their letters?—They had to send to the Post-office for their letters. Ireland in that respect was, to a great extent, in the same position in which the United States are at this moment.

13. Can you state the towns to which that convenience has been extended in the last few years, within the limits of the inquiry of this Committee?—Yes; I shall omit all places except those which are called post towns; those places, namely, which exchange direct bags with Dublin. The places included within the limits of the reference, which had no deliveries at the time I speak of (1841), and which now have deliveries, are Ashford, Bantry, Bray, Buttevant, Cahir, Carrick-on-Suir, Dungarvan, Kildare, Kilmallock, Kinsale, Pallas Green, Rathdrum, Ross, Skibbereen, Tallow, Templemore, and Tipperary.

14. Mr. *Fagan*.] At those towns there are now messengers sent to deliver the letters at the houses?—Yes.

15. What is the limit which regulates that?—It varies very much, but, in almost all cases, it has been recently extended; whereas, at the time of which I speak, there were no letter-carriers at all.

16. Viscount *Monck*.] Who bears the expense of those letter-carriers?—The Post-office.

17. Mr. *Liddell*.] Is it not necessary to show that there are a certain number of letters posted in order to obtain the letter-carriers?—There is no absolute rule of that kind; almost every place now has letter-carriers; every post town, without exception, and all places of any importance; there are still some few small hamlets which have no letter-carriers, where the parties send for their letters, but they are very few.

18. Previous to the establishment of a post-office, do not you require from the district an exact statement of the number of letters dispatched thence in the course of a week or a month?—Previous to the establishment of a post-office we require that the number of letters addressed to the district, when reckoned at 1 *d.* each, should suffice to pay the expense of the particular post; but the number, of course, under such a rule, varies; that, however, has nothing to do with the establishment of letter-carriers.

19. Viscount *Monck*.] Are you aware of any large increase in the number of sub-posts

sub-posts or rural posts within the district in the last 12 years?—Within the same limits exactly 200 rural posts have been opened since 1843. I can put in a statement showing the number in each county, and the dates of their establishment.

R. Hill, Esq.

3 July 1855.

[*The same was delivered in, and is as follows:*]

POST-OFFICE, IRELAND.

A RETURN showing the Number of Rural Posts that have been Established in each of the following Counties during each Year since 1843.

COUNTIES.	NUMBER OF RURAL POSTS ESTABLISHED IN												TOTALS.
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	
Cork - - -	1	2	4	1	4	5	3	20	9	1	7	–	57
Waterford - -	–	1	2	–	1	2	–	1	1	–	1	–	9
Limerick - - -	2	–	1	–	2	3	–	7	6	4	1	1	27
Tipperary - - -	1	2	2	1	1	1	1	4	9	5	–	1	28
Kildare - - -	1	–	1	1	–	–	3	–	3	3	4	1	17
Carlow - - -	–	–	2	–	2	–	2	–	–	1	2	–	9
Kilkenny - - -	1	–	1	–	1	2	–	1	1	–	1	–	8
Wicklow - - -	1	3	2	–	–	2	1	–	3	1	1	–	14
Wexford - - -	–	4	3	2	3	3	2	4	4	3	3	–	31
TOTALS - - -	7	12	18	5	14	18	12	37	36	18	20	3	200

General Post-Office, Dublin,
26th June 1855.

20. Mr. *Fagan.*] You say 200 rural posts have been established since 1843; what is the rule which guides you in the establishment of those rural posts?—First of all the surveyor determines what would be the extent of a walk which a man can reasonably be expected to perform in a day; and he arranges the walk so as to include as many villages and hamlets as he can. Then he proceeds to ascertain the number of letters addressed in a week to those several villages and hamlets; and if the number reckoned at 1*d.* each be sufficient to cover the additional expense thrown upon the department, by establishing the particular post, the Postmaster-general grants it; otherwise he withholds it.

21. Viscount *Monck.*] In fact, as you have already stated, the governing rule, and all that you desire with reference to any such arrangement is, that it should be self-supporting?—Exactly.

22. *Chairman.*] Have you got a return of the number of post towns in the district?—We have lists of the post towns in Ireland, and a list can be prepared of the post towns in this particular district.

23. By rural posts the Committee are to understand sub-posts; that is to say, not post towns?—Subordinate posts.

24. Viscount *Monck.*] Another great convenience to the public, in connexion with the Post-office, has been afforded by means of the system of money-orders; can you give the Committee any account of the improvement made in that department, within the last 8 or 10 years, for the public convenience?—Since the reduction of the rate of postage the charges on money-orders have been reduced from 1*s.* 6*d.* to 6*d.* for sums between 2*l.* and 5*l.*, and from 6*d.* to 3*d.* for sums not exceeding 2*l.* The number of money-order offices has also been very largely increased; and there again we have a rule similar to the one which regulates the extension of rural posts, which is this; at any place at which there is a reasonable prospect of ten transactions (including the issue as well as the payment of money-orders) in the course of a week, and which is not within three miles of an existing money-order office, such an office is established.

R. Hill, Esq.

3 July 1855.

25. Mr. *Scully*.] What increase in the money-order offices has been made in the last five years, in the district in question?—Money-order offices have been opened at the following places:

DATE OF OPENING.			TOWN.	
1851	November 6	Ballyragget	Kilkenny.
1852	December 1	Dunlavin	Wicklow.
„	December 4	Tramore	Waterford.
1853	August 6	Bonmahon	Waterford.
„	December 1	Dunmanway	Cork.
1854	January 1	Schull	Cork.
1855	June 1	Ovoca	Wicklow.

26. Viscount *Monck*.] Can you give the Committee an account of any other improvements that have been made for the convenience of the public, in the post-office department of this district, within the last few years?—I can; I have here a list of recent improvements which affect that part of Ireland, among others. On the 1st of December last, an earlier departure from Dublin, to the extent of 1 h. 20 m. of the day mail on the Great Southern and Western Railway, was effected. In order that the English letters, arriving early in the morning, might still be forwarded by the day mail, arrangements were made for sorting them on the railway from Chester to Holyhead in a travelling post-office, so that they might arrive in Dublin ready to be dispatched without any loss of time; a later departure of the up day-mail, to the extent of 30 minutes, was at the same time afforded to Cork, and the other towns on the line. In order to extend the benefit of these arrangements to Waterford, it was necessary to make a considerable addition to the payment to the Waterford and Kilkenny Railway Company; the day mail to Waterford was first established in January 1852. On the 1st January last, the night mail train, between the Limerick Junction and Cork, was accelerated, and a travelling post-office was established throughout between Dublin and Cork; an acceleration between Dublin and Limerick Junction would not have been beneficial, as most of the branch posts are fitted to the down as well as to the up-mails. The apparatus was used at the Buttevant, Charleville, and Kilmallock stations, in order to avoid a stop of the train; this is the first instance of a travelling post-office, or of the use of the apparatus, in Ireland. The effect of the whole measure was to give an earlier arrival and later departure of the mail at all the towns in the south-west of Ireland; the benefit to many of the towns west of Cork, such as Bantry, Kinsale, Skibbereen, Clonakilty, Dunmanway, &c., being one hour and five minutes in each direction. The towns west of Limerick also derived advantage from the establishment of the travelling post-office, but as the acceleration did not affect them, the gain was not so considerable. A mail car was established last year between Kilkenny and Thurles, for the purpose of connecting Kilkenny with the night mail trains, on the Great Southern and Western Railway, and opening a direct night post between Kilkenny and the whole of the south-west of Ireland. The last evening train from Carlow and Athy to Kildare was employed last year for improving the communication from Carlow and Athy to all the towns in the south and south-west of Ireland which receive their post by means of the Great Southern and Western Railway. In the latter part of 1853, direct posts were established between Tallow and Youghal, and also between Youghal and Dungarvan, thus connecting Dungarvan with Cork. Previous to last year Dungarvan had only a night mail to and from Dublin, which was sent by way of Waterford, and there was no direct communication with Clonmel. Arrangements were made for sending the night mail by way of Clonmel, which afforded an earlier arrival and later departure at Dungarvan, as well as supplied the direct communication with Clonmel, and at the same time a Dublin day mail by way of Waterford was given, which of course kept up the direct communication with Waterford, as well as established a second post with Dublin.

27. Can you give the Committee any general statement of the additional expense which has been incurred in all these arrangements, within the last few years, by the Post-office?—That can be made out if the Committee desire it. I understand the Committee to confine the statement to the arrangements of which I have now read a list.

28. Yes,

28. Yes, the arrangements affecting these particular districts?—I will have it prepared.

29. Mr. *Scully.*] Can you also furnish an account of the receipts at the different post-offices in the districts referred to?—We can give the information, but it is necessarily, to a great extent, a matter of estimate, and for this reason, that the greater proportion of the postage is now collected, as the Committee will be aware, in stamps, and as stamps can be carried from place to place, it does not follow that the receipt at any particular town, accurately represents the postage of the letters received at or dispatched from that town.

30. Mr. *Maguire.*] Have you any means of estimating the advantage to the public, in the way of increased correspondence, consequent upon the additional arrangements of which you have just spoken?—There are no means by which an estimate can be formed with anything like accuracy. When any extensive change is made, we generally have reports as to the working of the arrangements, but the effect upon the correspondence is generally remote; it would be testing the arrangement unfairly if we were to take the immediate increase of correspondence, which is probably very trifling, as an indication of the advantages derived therefrom.

31. You say there are no means of testing that?—We have no means of testing it with accuracy; the circumstances of the case obviously render it impossible to apply such a test.

32. Viscount *Monck.*] You may not have any means of testing it within a particular district, but within the whole of Ireland you can test it; you can tell the Committee what the expenditure upon the whole plan in Ireland has been, and what the increase of correspondence has been?—We can state the increased number of letters.

33. Mr. *H. Herbert.*] Can you tell the Committee how you estimate the profits of any particular post-office; is it by the number of letters registered as being received and posted, or by the number of stamps sold?—The most accurate mode which is open to us, and that which we have adopted in the present instance, is to estimate the total receipt of the office from the letters delivered in the place.

34. *Chairman.*] By counting the number of letters?—Yes, by counting the number of letters, and reckoning them at 1 ½ *d.* each, which we know to be about the average postage of the letters.

35. Does that include newspapers and books?—The stamp duty on newspapers does not go into the Post-office revenue.

36. Mr. *Barrow.*] You receive an account periodically of the number of letters delivered in each district?—We count the letters one week in every calendar month throughout the kingdom, therefore we have tolerably accurate accounts of the number of letters delivered.

37. Mr. *Maguire.*] Is not that inconsistent with the answer which you gave when I asked you if you had any means of ascertaining the result upon the correspondence of those changes. You say there is an accurate account of letters kept in each place. Taking that as a test, have you any returns either of the increase or decrease of letters in those various districts consequent upon those changes?—We have an account of the increase or decrease of the letters at each of the towns in the kingdom. The difficulty is to say how far the increase or decrease is attributable to any postal change. I think my statements are perfectly consistent. It would be quite impossible to say of any given increase that so much is owing to the establishment of a particular mail; part would be owing to that cause, and part would be owing, probably, to the gradual increase which is always going on, arising from the extension of education, the increase of commerce, and other sources of correspondence.

38. Viscount *Monck.*] Can you give an account of the number of letters conveyed within the district before these new arrangements came into operation, and the number since, which would meet the question which has been just put to you?—We can have an account compiled showing the total number of letters in the district in question, for any period the Committee may direct, commencing not earlier than 1839. We have no continuous accounts earlier than that.

39. Mr. *Maguire.*] The object of the question is to ascertain whether there have been any beneficial results to the public arising from those changes. What was the date of the first of those new arrangements?—I think about 1852.

R. Hill, Esq.

3 July 1855.

40. Viscount *Monck.*] Then will you prepare an account of the number of letters for the last six years for each post town within this district?—I will.

41. And the expenditure?—That is calling upon us for that which we cannot give. Take, for instance, the cost of a long line of railway; the Committee will see that it is difficult to say how much of the expense is due to any particular town.

42. Mr. *Scully.*] At what time in the morning must letters be posted in Dublin to meet the day-mail?—Half an hour before the dispatch from the post-office.

43. At what time is that?—Fifteen minutes past eight, I think, letters therefore must be posted by about a quarter before eight o'clock in the morning. But those are matters which one cannot carry in one's recollection; you will get the information better from a subsequent witness.

44. Viscount *Monck.*] Can you give the Committee a general statement of the Post-office account of revenue and expenditure for Ireland?—I can give you an account for the last three years for Great Britain and Ireland. The gross revenue for the year 1852 in Great Britain, was 2,246,027 *l.*, and the expenditure, 1,159,239 *l.*; the net revenue, 1,086,788 *l.* In Ireland, the gross revenue for the same period, was 196,298 *l.*; the expenditure, 192,667 *l.*, and the net revenue, 3,631 *l.* For the year 1853, Great Britain, gross revenue, 2,394,132 *l.*; gross expenditure, 1,215,014 *l.*; net revenue, 1,179,118 *l.* In Ireland, gross revenue, 198,275 *l.*; gross expenditure, 203,665 *l.*; there was no net revenue, but a deficiency in that year of 5,390 *l.* For the year ending the 31st of March 1855—(the years are not strictly consecutive, a change was made in the mode of keeping the accounts, so that a quarter is dropped, but it will not affect the result materially)—Great Britain, gross revenue, 2,434,432 *l.*; gross expenditure, 1,324,679 *l.*; net revenue, 1,109,753 *l.* In Ireland, gross revenue, 200,904 *l.*; gross expenditure 181,616 *l.*; net revenue, 19,288 *l.* That was the year ending the 31st of March last. The average of the three years is as follows: Of Great Britain, gross revenue, 2,358,197 *l.*; gross expenditure, 1,232,977 *l.*, which is 52 per cent. upon the gross revenue; net revenue, 1,125,220 *l.*; or 48 per cent. upon the gross revenue. Ireland, gross revenue, 198,492 *l.*; gross expenditure, 192,649 *l.*, or 97 per cent. upon the gross revenue; net revenue, 5,843 *l.*, or three per cent. upon the gross revenue. (*The Witness delivered in the table.*)

Vide Appendix.

45. Mr. *Fagan.*] Can you sub-divide that return so as to give the receipts and the expenditure in the locality to which reference is made?—I am afraid that would be quite impossible.

46. *Chairman.*] Are you aware that that is an unfair account as against those particular districts which are referred to in the inquiry before this Committee?—It is an account applicable to the whole of Ireland.

47. But are you aware that the increase of revenue in those districts is more than the average increase of revenue in the entire of Ireland?—I have not investigated that point, and cannot speak to it.

48. Are you aware that in that part of the country the increase has been 3½ per cent., whereas in the whole of Ireland it is less than three per cent.?—It is three per cent.

49. That is the average of all Ireland?—Yes.

50. I want an account, if you can give it, which will show that this is an unfair account as against these districts?—It is not put forward as applicable to these districts specially. As I have informed the Committee, it is impossible to separate our expenses and assign to each portion of the kingdom the expenditure applicable to that portion; whether the increase of revenue upon the expenditure is greater or less in the south of Ireland than in other parts I am not prepared to state.

51. I think I can show from the report of the Postmaster-general, that the increase in the three principal towns of the district referred to the Committee for inquiry, is greater than the average increase in the entire of Ireland, and therefore, when you put in a return showing the average increase of the entire of Ireland, it is an unfair account as against these particular towns?—It may or may not be according to the fact.

52. I am only judging according to the Post-office reports?—I do not know what part of the report it is to which the Honourable Member alludes; there is a report showing the receipts in certain towns in two years, the account I have

have put in extends to three years, and the increase of which I speak is an average increase. If you analyse the account in detail, you will find that the increase in the net revenue as between 1853 and 1854, is very great indeed for the whole of Ireland, for in 1853 there was a deficiency of upwards of 5,000 *l.*, whereas in 1854 there was a net revenue of upwards of 19,000 *l.* That increase reckoned upon the gross expenditure would be about 12 per cent. for the year for the whole of Ireland, therefore we should be prepared to expect that in a comparison of the revenue of any towns which may be selected, the increase between 1853 and 1854 would be very much more than three per cent.; if such increase has only kept pace with the general increase in Ireland it should be about 12 per cent.

53. Mr. *Scully.*] I observe that in 1852-53 the gross revenue was 196,298 *l.*, and the gross expenditure 192,667 *l.*, comparing that with the year ending March 1855 I find the gross revenue 200,904 *l.*, and the gross expenditure 181,616 *l.*; therefore it appears that the gross revenue has increased by over 4,000 *l.*, whereas the expenditure has decreased from 192,000 *l.* to 181,000 *l.*; I wish to know in what way that saving has been effected?—I could not speak confidently in reply to that question without a very careful examination of the accounts. All accounts of this kind should be received with some sort of distrust, inasmuch as a statement of expenditure is a statement of actual payments within the year, but it may or may not represent exactly the service performed in the year; as for instance, the Postmaster-general directs a railway company to run certain trains; the remuneration to the company is rarely settled immediately that the service commences, it is usually determined by arbitration, perhaps after the lapse of a year or two, or even three or four years occasionally; then we have to pay up a heavy arrear, and the whole of that payment necessarily appears in the account of the particular year in which it is made. It was partly for that reason that I thought I should be conveying information more accurately to the Committee if I took a series of three years than if I rested the statement solely upon a single year.

54. The account is still more striking in 1854-55, for, while in Great Britain I find the gross expenditure has increased as compared with 1852-53, over 200,000 *l.* per annum, in Ireland it has decreased as compared with the same period about 11,000 *l.* per annum?—Yes; probably very much owing to circumstances of the kind I have mentioned.

55. Mr. *Barrow.*] Owing to the settlement of disputed accounts which had been long pending?—Yes. I think we had as much as 150,000 *l.* to pay to the Great Western Railway Company early in the year to which you have alluded, which would, of course, swell the expenditure of that year unduly; the Committee will, therefore, see that accounts of this kind can only be taken as approximations to the actual receipts and expenditure of the year.

56. *Chairman.*] They are still less to be relied upon as conclusive against any particular locality?—It is so. You can only draw general inferences from them.

57. Mr. *Scully.*] You say that it is owing to the paying up of railway accounts. I find, from a return moved for by the Member for Derry, giving an account of the different contracts entered into by the Government with the various railway companies in Ireland, there has been no change whatever since the year 1852; therefore, in 1852, 1853, 1854 and 1855, the contracts remaining the same, the payments were of course the same in those years. How is that consistent with the statement you have made, there having been no change made with respect to the contracts?—Are you not comparing the mileage run in the several years?

58. No; the payments made to the different companies as given there?—Unless my eyes deceive me, there are great varieties.

59. There is no difference since the year 1852?—That is an account of the mileage.

60. The rate per mile is the rate paid to the companies?—Yes; but I am not saying that the rate per mile varies; what I mean is this, that in a particular year we may make no payment at all, to a particular company, though a debt is accruing against the office. Then the next year we may not only pay for the particular year itself, but for the previous year.

61. Do you consider that a proper way of keeping accounts?—It is certainly not

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not a very desirable way, but it is the only way that is open to us. We cannot pay a debt until we know what the debt is.

62. Mr. *Barrow.*] Then the most accurate mode of ascertaining the cost, at least as far as the Committee are concerned, would be by judging of the number of letters that are transmitted in each case?—That would be the most accurate mode of judging of the receipts, but not of the cost of conveyance; our receipts are made up pretty regularly.

63. Viscount *Monck.*] Can you give the Committee the comparative cost of carrying a letter in England and in Ireland?—Yes. Here is a statement, which I will read with the permission of the Committee: "Comparison between the expense of conveying a letter in Great Britain and in Ireland: The gross expenditure of the Post-office in Great Britain for the year ending the 31st of March 1855, after deducting money-order expenses, was 1,324,668 *l.*, and the estimated number of letters delivered was 402,000,000. The expenditure, therefore, was at the rate of ·79 of a penny (or rather more than three farthings) for each letter. The gross expenditure in Ireland for the same period, after deducting the money-order expenses, was 173,007 *l.*, and the estimated number of letters 41,000,000, or at the rate of 1·01 *d.* (or rather more than a penny) for each letter. The expense of distributing letters is, therefore, greater in Ireland than in Great Britain by nearly 30 per cent."

64. *Chairman.*] The difference between the cost of transmitting a letter in Ireland and in England is owing to the very great amount of letters in England over and above those in Ireland?—I think it is not owing so much to the greater number of letters in England, as to the more expensive nature of the service in Ireland.

65. How do you arrive at the estimated cost of each letter; is it by dividing the total expenditure by the number of letters?—Certainly.

66. Then of course, when there are 402,000,000 of letters divided into the cost in England, that reduces the average of each letter very much as compared with Ireland?—No doubt, if the expenditure in England were the same as in Ireland.

67. A very considerable amount of these 402,000,000 of letters a year which is there placed to the credit of England, is in London alone?—A very considerable portion.

68. Mr. *H. Herbert.*] I believe that in many instances the amounts paid for postal purposes to Irish railways are considerably higher than in England?—They are; and that was what made me give the answer just now, viz., that it was partly owing to the greater cost of the service.

69. Have you any reason to think that the railways, in many instances, have not dealt liberally with the public in that respect?—I think they have not.

70. Mr. *Maguire.*] With respect to American letters, does the English department or the Irish department get the credit of the postage upon American letters received eventually in Ireland, sent by the correspondents of Irish people in America, by which letters large sums of money are transmitted from people in America to people in Ireland?—All postage which is paid in Ireland for letters between Ireland and England, or on foreign or colonial letters, goes to the credit of Ireland; but the postage upon a letter between Ireland and the United States can be paid either on posting the letter or on its delivery, as the person who sends the letter may choose; and such is the case in England also. It does so happen that a larger portion of the postage is collected in the United States than in the United Kingdom; the United States therefore has to pay over the balance to the United Kingdom; and, inasmuch as the accounts do not admit of that balance being divided between Great Britain and Ireland, it does, as you assume, go to the credit of Great Britain.

71. *Chairman.*] Ireland gets no credit for any portion of that balance?—No.

72. Mr. *Maguire.*] Can you give the Committee any idea of what that balance has been for the last six or seven years?—I can.

74. Can you give it for the period of 10 years?—No, the arrangement has not existed so long. The balance due from America to the United Kingdom, for international postage, in 1854, was 23,951 *l.*; of the letters passing between the United Kingdom and the United States, about one-third are for Ireland, therefore it would be fair to credit Ireland with one-third of that amount, which is 7,984 *l.* But if you adjust the account in one particular, I submit to the Committee that it would be right to adjust it throughout; and if such an adjustment

adjustment is made, then we have certain charges to make against Ireland. By arrangement made with the Treasury, many years back, the Post-office has to pay, for the conveyance of mails between Chester and Holyhead, a round sum of 30,000 *l.* a year; that sum far exceeds what would be paid, in all probability, under the usual process of arbitration. As far as we can estimate, we think that somewhere between 14,000 *l.* and 15,000 *l.* a year out of the 30,000 *l.*, that is to say, nearly one-half, may be considered as in excess of the sum which would be awarded by arbitration; and one-half of that excess should, in fairness, be charged against Ireland. It will be found, therefore, that the two tems very nearly neutralise one another; and the general account, which I have laid before the Committee, may therefore be taken as substantially correct. At all events, it is not an account against Ireland, for there are other items which must be considered, if we attempt to adjust the statement throughout. A very large portion, for instance, of the expense of the London establishment, has reference to arrangements made in Ireland, but we charge no portion of the London establishment against Ireland. Again, the packets plying between Holyhead and Kingstown cost the Government 25,000 *l.* a year; that sum is not paid out of the Post-office revenue at all, it is paid by the Admiralty; it is not charged either against England or Ireland; but if the account was adjusted, perhaps one-half of that sum also should be charged against Ireland. I therefore think that, for all practical purposes, the Committee may accept the account which I have laid before them, as one which is, at least, not unfavourable to Ireland.

74. Mr. *Liddell.*] Are not arrangements made in London, and not charged to the distant portions of the United Kingdom, which affect those distant portions of the United Kingdom; is not every arrangement for the punctual transmission of mails in London calculated to affect the most remote parts of the United Kingdom, and yet there is no charge made against those remote parts of the United Kingdom, because of those arrangements in London?—Exactly. I merely desire to satisfy the Committee, that if we give Ireland credit for these items of American postage, to which she is certainly entitled, we must debit Ireland with other items in the account, and the consequence after all would be to bring out a result very similar to that stated in the account itself.

75. Viscount *Monck.*] If you were seeking to adjust the accounts between London and any of those remote districts of country to which reference is made, you would feel it necessary to charge them with some portion of the expenses in London incurred for their purposes?—Certainly.

76. But you are not seeking to do that?—Certainly not.

77. *Chairman.*] If Ireland is only entitled to one-third of the American postage, why should she be obliged to pay one-half the expenses upon the Chester and Holyhead route?—Because the expense upon the Chester and Holyhead line, over and above what would be awarded by fair arbitration, must be considered as a contribution to the maintenance of the route between England and Ireland, that is, between London and Dublin; the arrangement was avowedly made with that view. Looking at it as a postal arrangement, and seeing that as many letters go one way as the other along that line, it is fair, I think, that one-half of the charge should be made against Ireland.

78. Mr. *Liddell.*] In consideration of the very large amount paid to that railway, has it never been contemplated by the Post-office as desirable to reopen the award?—We have not the power; it is a charge made upon the office, as I stated, partly as a contribution to the maintenance of the railway, and it was made by Treasury authority before the railway was constructed.

79. *Chairman.*] In fact the railway could not have been made or could not be carried on without it?—I am reminded that the first term of five years for which the agreement was made has just expired, and that the future allowance is subject to revision under the terms of the Treasury minute.

80. Mr. *H. Herbert.*] Have you any similar estimate to that which you have given the Committee, showing how the account stands between England and Scotland?—No; we desired to frame such a statement, but it could not be made complete. We can give the Committee a statement of the revenue collected in Scotland, but we cannot separate the expenditure of Scotland from the expenditure of England.

81. Can you state why that cannot be done in the same way as with Ireland?

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—Because the whole payments are made direct from the London office for Great Britain. In Ireland the accounts are to a great extent kept separate. The Committee will be aware that Ireland has had a separate exchequer.

82. Not since 1816, I think?—We can separate the expenses for Ireland, and you will always find them stated separately in the financial accounts.

83. Viscount *Monck.*] Can you tell me, as compared with the correspondence, what the comparative mileage cost of conveying a letter in England, Scotland, and Ireland is?—This statement will afford that information.

[*The witness read as follows:*]

TABLE showing the NUMBER of LETTERS delivered in each Division of the United Kingdom, the Number of Miles over which the Mails were conveyed by Railway and by ordinary Carriage, and the Average Expense, per Mile, of such Conveyance, during the year 1854.

	Number of Letters.	By Railway.		By Coaches, Carts, &c.		Total Number of Miles per Day.
		Number of Miles per Day.	Average Charge per Mile.	Number of Miles per Day.	Average Charge per Mile.	
			s. d.		*s. d.*	
England - - -	358,000,000	19,400	- 8	17,838	- 2½	37,238
Ireland - - -	41,000,000	2,314	1 3¼	8,714	- 2	11,028
Scotland - -	44,000,000	3,440	- 8	5,137	- 2¼	8,577
United Kingdom -	443,000,000	25,154	- -	31,689	- -	56,843

The Table shows (with the aid of a little calculation) that, as compared with the correspondence, the mileage of Ireland is more than one-third greater than that of Scotland, and more than 2½ times as great as that of England.

The Table also shows, that while the average cost, per mile, of ordinary carriage conveyance is nearly the same in each division of the United Kingdom, that of Railway conveyance is nearly twice as great in Ireland as in England or Scotland.

84. Mr. *H. Herbert.*] Have you not recently complained of a want of liberality on the part of many of the Irish railway companies in meeting the wants of the public for postal arrangements?—We have; I think the account which I put in will show that the treatment which the department receives from the Irish railway companies, is not, generally speaking, so liberal as from the English and Scotch railway companies. It will be seen that we are paying an average mileage in the case of Ireland, nearly twice as great as in the case of either England or Scotland.

85. Are you aware of some instances in which the hours of ordinary railway trains would have suited the Post-office to convey bags, in which the railways have refused to take the bags at what was considered a fair compensation?—Many instances have occurred in which companies have refused rates of charge which are accepted by English railways.

86. I believe in one or two cases, if not more, they have actually taken the mails for nothing, sooner than establish a precedent for a lower scale of payment, have they not?—One or two instances have occurred in which for a time the mails were carried for nothing; what was the motive of the company in making that arrangement I cannot say; of course we do not complain when we get our mails carried for nothing.

87. Mr. *Liddell.*] Have you any reason for supposing that the high demand made for postal accommodation by railway companies in Ireland, is owing to the more crowded state of the Irish lines than the English?—No, certainly not.

88. Sir *S. Northcote.*] Is not the system of arbitration which is provided the same in Ireland as in England?—Yes; the Act which relates to arbitration applies to every part of the kingdom; the whole is under the Act of Parliament.

89. Has the system of arbitration been applied as commonly in Ireland as in England?—I think it has.

90. So that the fact of the charge in Ireland being higher than in England is the result of the proceedings of the arbitrators?—To a certain extent it is; but, generally speaking, we are enabled to make arrangements with the English or Scotch companies for using the ordinary trains at low rates, and that without resorting to arbitration; we are not equally successful in Ireland.

91. *Chairman.*] But have you not in one particular part of this district been successful, without going to arbitration at all, in making arrangements for conveying the day mail?—The Waterford and Kilkenny Company, I believe, is the one referred to.

92. When was that?—We made an arrangement with that company without resorting to arbitration, but the rate of charge is comparatively high; we pay that company 6 *d.* a mile for a service, which would be obtained in England generally for about 3 *d.*

93. Mr. *F. Scully.*] What do you pay the Great Southern and Western of Ireland?—The rates are under arbitration; 4 *s.* 6*d.* a mile for the night mails, and 1 *s.* a mile for the day mails.

94. How long has that contract been in existence?—It is not in the nature of a contract; it was determined by arbitration; and it cannot be re-opened, except by an alteration in the hours of the service, in less than three years.

95. When was it made?—It is two or three years old, I think.

96. Has there been a new agreement?—Yes, it has been renewed rather recently. When the mails upon that line were accelerated, and when the travelling post-office was put on, the company undertook to give us those two advantages without any additional charge.

97. At the same rate of 4 *s.* 6 *d.* a mile for the night mail, and 1 *s.* a mile for the day mail?—At the same rate of 4 *s.* 6 *d.* and 1 *s.* The travelling post-office does not run for the day mail.

98. Mr. *Fagan.*] How is the arbitration effected?—In the ordinary way; each party appoints an arbitrator; and if the arbitrators do not agree they appoint an umpire.

99. What is the nature of the evidence they hear in order to adjudicate?—That rests with themselves; they call for any evidence they think proper.

100. Is not that the case with the arbitrators in England?—Precisely the same.

101. How do you account for the arbitrators in Ireland adjudicating for an amount so largely over and above the adjudications in England?—I cannot say; I should have great difficulty in answering that question.

102. Mr. *F. Scully.*] Was the last agreement entered into with the Southern and Western by arbitration or not?—Not by arbitration.

103. By a voluntary agreement on the part of the Post-office?—Yes; we asked them whether they would give us those advantages without additional charge, and they answered in the affirmative.

104. Are you aware that the total sum of money paid to the Southern and Western of Ireland, as compared with the sums of money paid to all other companies in Ireland, is more than four times the amount?—Not so great as that; it is very heavy. I cannot be sure whether there are other railways paid at as high a rate or not. I think there are some that are paid equally high; but the Committee have the return.

105. *Chairman.*] The Midland Great Western I believe is paid a very high rate?—Not so high as the South-Western.

106. Is the 4*s.* 6*d.* a mile for the double mile?—No, it is the single mile.

107. Then 6*s.* per double mile is the payment to the Midland Great Western?—Six shillings as against 9*s.* of the Southern and Western.

108. Mr. *F. Scully.*] Are you aware of the Government having refused offers from other companies in the same district at one-half the charge now paid to the Southern and Western?—The Waterford and Limerick offered to carry the night mail at precisely half the rate.

109. Can you account for the acceptance in the one case and the refusal in the other?—Yes; because the mails upon the one line are very important, and upon the other line they would be of very little use.

110. Viscount *Monck.*] What would be the effect upon the post-office revenue of Ireland if you employed that railway of which the Honourable Member has just spoken?—It would sweep away the whole net revenue.

111. *Chairman.*] How do you make that out?—The cost of using the Waterford and Limerick railway at the rates proposed by the company, for

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both night and day mails, would amount to upwards of 7,000*l.* a year; we should reduce that to some small extent by withdrawing cars and so forth; but the balance would exceed the whole net revenue of Ireland. The payment for the night mail service would amount to 6,159*l.* a year, and for the day mail service to 1,760*l.* a year; the first is at the rate of 2*s.* 3*d.*, and the second at the rate of 9*d.* a mile, making in all 7,919*l.* a year, from which is to be deducted the two sums of 688*l.* a year paid for the day mail service between the Limerick Junction and Limerick, and 558*l.* a year which would be saved towards the expense of the railway service; the balance would be an increased expense of 6,673*l.* a year.

112. Do you deduct from that 7,900*l.* the saving of all the other conveyances that you would not require?—We do.

113. You would not require the present night conveyance from Limerick to the Limerick Junction?—We do not use the railway between Limerick and that junction.

114. But you use a coach?—The result is a balance of items. We take away, on the one hand, all the carts and cars, and other means of conveyance, which would be superseded by the use of the railway, and then, on the other hand, we add certain expenses for connecting the post-offices with the railway, because the bags of course have to be carried between the stations to the post-offices, whereas the carts go at once to the post-offices.

115. But I should like to know, if you can state it to the Committee, what is the actual amount of saving that can be effected by arrangement with the Waterford and Limerick Railway, for carrying both night and day mails. In the first place, you would save the conveyance of the night mail from Limerick to the Limerick Junction, which is now carried by coach?—Yes.

116. By an arrangement with the Waterford and Limerick Railway for the conveyance of the day and night mail, what would be the saving, doing away with the present mode of conveyance of both the day and night mail?—£. 120 on the day mail, and 654*l.* on the night mail.

117. That is as far as from Limerick to the Limerick Junction is concerned?—No; I am speaking of the day mail and the night mail for the whole distance from Limerick to Waterford, the day mail from the junction to Waterford, and the night mail for the whole distance. I have given a statement of the total saving; the Committee can have in detail, if they desire it, an account prepared, showing on one side the saving and on the other the gain, including all conveyances which would be superseded; they are included in those sums, but they can be given in detail if the Committee desire it.

118. Mr. *H. Herbert.*] I think you stated that the night train coming down from Dublin goes as far as the Limerick Junction with the mail?—The night mail train for Limerick does so.

119. The mail then goes by car or coach to Limerick?—Yes.

120. Is there not a train which meets that night train going on to Limerick?—I cannot say whether there is one at this moment or not; there was one when we withdrew the mail from it, certainly.

121. What was the reason for withdrawing the mail from the railway at that point when there was a train running which suited the arrival of the other?—It was done with a view to economy.

122. Can you state what was the amount demanded by the railway company between the Limerick Junction and Limerick, yearly?—The payments were the same as on the other part of the line, 4*s.* 6*d.* a mile for the night mails.

123. Am I to understand you that they stood out for the payment of 4*s.* 6*d.* a mile at the time when they had a train running for their own purposes which suited the hours of the Post-office?—No; the train was put on in consequence of a notice from the Postmaster-general requiring them to put on a train, at least I believe so; those are matters which occurred some years back; I do not however think that the company ran the train for their own purposes, but for our purposes.

124. That is what I want to understand?—There is no case of complaint against the company in the matter, it was an arrangement made in the Post-office.

125. Do you think, with reference to the arrangement for the night mail from Dublin to Limerick, that you have any right to complain of want of liberality on the part of the railway company in their demand upon the Post-office?—No;

No; we have no right to complain of the railway company, because the whole matter has been settled by arbitration in the usual manner; we think the award was a very high award, but we do not complain of it.

126. *Chairman.*] I understood a little time ago from you, that the present arrangement with the Great Southern and Western is not the result of arbitration, although the payment is the same as the arbitration resulted in?—The present arrangement may be considered as in one way the result of arbitration, —the award of the arbitrator has been continued, but the company has given us more service.

127. Then, in fact, your arrangement now with the Great Southern and Western is not the result of an award, but an arrangement between the Post-office and the company?—At this moment it is so, as I have stated.

128. Mr. *H. Herbert.*] Would it be a great benefit to the district you have spoken of, to the west of Limerick, if arrangements could be made for the transmission of the mail from the Limerick Junction to Limerick by railway? —Beyond Limerick itself some advantage would be obtained; Limerick itself would not be benefited at all, because the letters now reach Limerick quite as early, indeed much earlier, than people are ready to receive them. I should answer, perhaps, more satisfactorily by stating that the hours in Limerick were not disturbed by the arrangement. When we took off the train the letters reached Limerick, and departed from Limerick, I believe, exactly at the same hours as before.

129. Viscount *Monck.*] You mean that they were delivered in Limerick at the same hour?—Of course they were delivered at the same hour, but I believe that the mails actually arrived as early; at all events, of this I am certain, that the mails going on from Limerick departed at the same hour as before. I am not sure whether we did not reduce the interval in Limerick for the mails going on from Limerick, and they alone are interested in the early arrival; they depart at precisely the same time now as they did before the change was made.

130. Mr. *H. Herbert.*] All the district depending upon Limerick, and beyond Limerick, would be benefited by the increase of speed between the Limerick Junction and Limerick, inasmuch as it would give them their letters much earlier?—Perhaps you will name a town.

131. Kilrush?—That is beyond this line.

132. *Chairman.*] Is there any possible arrangement by which the mails to Limerick and the mails to Waterford might arrive the evening before, instead of arriving three hours after midnight?—No, certainly not, unless we alter the hour of departure from Dublin.

133. At what time does the second mail, as I may call it, from London arrive in Dublin; by the second mail I mean that which is dispatched at night; there is a mail dispatched at five o'clock, and a mail dispatched at a later hour?—I believe the latter arrives at half-past nine.

134. Are you aware that there is a train leaving Dublin at 12 in the day for Limerick, for Cork, and for Waterford, and that if those letters were dispatched by that train they would arrive early in the evening of that day instead of remaining in Dublin as they do at present for the whole day, until a late hour at night, and by that means being brought into Limerick and into Waterford at three or four o'clock in the morning?—There is no doubt that some advantage would be derived if, in addition to the existing mail, we employed the train which the honourable Chairman names; but if we were to withdraw the present night mail in consequence of using that particular train, then I should fear that the interests of Limerick and Waterford would suffer by the arrangement. I was considering the question as regarding the substitution of one mail for another, but the honourable Chairman speaks, I think, of an addition to the existing mails. Much will depend upon the manner in which the case is put.

135. Mr. *F. Scully.*] As to the day mail from Dublin to Clonmel, are you aware there is a cart which brings the mail to Clonmel?—Yes.

136. Are you also aware that there is a daily communication by railway between Clonmel and Goolds Cross?—Yes.

137. Are you aware at what hour the day mail is delivered at Clonmel?—Three o'clock.

138. At what hour does the day mail go out of Clonmel in the morning?—At 10.10.

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139. Are you aware at what time the trains go in and go out of Clonmel in the morning?—The trains give an advantage of about one hour each way, as compared with the mail; they arrive at two and go out at 11; a gain of about an hour each way might be obtained by using the railway.

140. Both ways; that is, going out in the morning, and coming in in the afternoon, so that the letters might be delivered at two instead of three, and leave at 11 instead of 10?—Yes.

141. Do not you consider that the arrival of letters at three in the day to men of business in a town like Clonmel, is perfectly useless?—I cannot admit that it is useless by any means; a delivery at two is better than a delivery at three.

142. Letters might be delivered at Clonmel at two o'clock, whereas they are now delivered at three?—The mail arrives at three.

143. At what hour are they delivered?—That is unimportant, because for the comparison, of course you may take the time of arrival; the arrival in one case is three, under the other arrangement it would be two; therefore, whatever the hour of delivery at present may be, it would be an hour earlier under the arrangement you contemplate.

144. By a recent arrangement, the day mail leaves Dublin an hour earlier than it used?—Yes.

145. Consequently that mail would arrive in Clonmel at one o'clock instead of two?—No; the arrival of the present day train is continued at two.

146. If the train leaves Dublin an hour earlier, it is an hour earlier all along the line?—But we are now speaking of the time of arrival according to the present hour of departure.

147. But could it not be arranged with the company that they should arrive in Clonmel at one o'clock?—I think not.

148. An hour earlier than they used to do before the change from Dublin?—But two o'clock is an hour earlier than they used to do.

149. No. I think you stated that, before the change was made, they arrived at Clonmel at two o'clock in the day; since that an arrangement has been made to leave Dublin an hour earlier?—They must come away after the arrival from Cork, as well as after the arrival from Dublin, and therefore an acceleration from Dublin only will not give you what you want; the departure from the junction must be after the arrival from Cork, as well as after the arrival from Dublin.

150. Mr. *Fagan.*] What do you pay per mile for the day mail conveyed by the Southern and Western Railway?—One shilling each way.

151. The Post-office regulates the hours of departure of the trains that take the mails?—The Postmaster-general has power, under the Act, to regulate the hour, and when he so regulates the hour, of course we expect to pay a larger sum.

152. That is an element taken into consideration in the evidence before the arbitrator?—No doubt of it.

153. Mr. *F. Scully.*] Is there any railway company in England to which the Post-office pay 4 *s.* 6 *d.* per mile?—It is impossible in many cases for us to say what we pay for each mail separately; the umpire frequently makes his award, directing that we shall pay a certain sum per day, or a certain average rate of mileage. When that is the case, we cannot separate it; we cannot say how much we pay for the night mail, and how much for the day mail. In the particular case of the South-Western Railway of Ireland, the award directed that we should pay 4 *s.* 6 *d.* a mile for the night mail, and 1 *s.* for the day mail. I think it is not impossible that there may be instances in England in which we pay at as high a rate as that which we pay in Ireland for the South-Western mail, but, for the reasons which I have given, I cannot say.

154. Mr. *Fagan.*] But, in point of fact, if the Post-office had not consented to pay 4 *s.* 6 *d.* a mile for that night mail, the South-Western would not have run the night mail at all?—The companies have no choice in the matter; if the Postmaster-general issues orders the companies must run the mails; the rate of payment is settled afterwards.

155. The rate of payment is settled by the expenditure less the receipts?—That is entirely in the breast of the umpire; we have no means of ascertaining how he arrives at his conclusion.

156. Mr. *F. Scully.*] That was not the case with the Dublin and South-Western, as there was no award?—Originally there was an award; upon the new arrangement

ment we might have opened the case and had a fresh award, but as the company were willing to perform additional service, the Postmaster-general was willing to continue the old rate of payment.

157. *Chairman.*] Is the Post-office taking any other steps or means of coming to a satisfactory conclusion as to the mileage which ought to be paid to the railways, either by a commission, or inquiries of any sort?—The Post-office have made several attempts to have the matter arranged more satisfactorily; but Parliament has not thought proper to alter the law. But on the recommendation of a Commission which sat last Session, of which Mr. Wilson Patten was the chairman, a Commission has been appointed by the Treasury to report as to what rate of payment would, under a variety of circumstances, be fair, and this has, I presume, been done with a view to such use being made of the Report as the Legislature may think right.

158. Mr. *Liddell.*] I believe that those Commissioners have not as yet arrived at anything like a satisfactory result, have they?—They have not yet reported, as far as I am aware.

159. Have they not discontinued their inquiry?—I am not aware in what state the matter now stands; sometime ago I heard that they had not commenced the inquiry, but what is the present state of things I do not know.

160. *Chairman.*] Does that inquiry extend to Ireland?—It extends to the whole kingdom.

161. Mr. *Maguire.*] I think you said something to the effect that the rule which regulates the Post-office in its determination whether it will give an additional accommodation to a certain district or not, is whether it will pay or not; is that so?—That is the rule certainly, but a rule followed in a liberal spirit.

162. Is it the case in many parts of England, that if an application be made for additional accommodation, you do not entirely tie yourselves up to the test of whether it will pay or not?—The rule is precisely the same and the application of it precisely the same in England as in Ireland.

163. Do you mean to say, that in all cases, if upon calculation you find it will not pay, you then determine to refuse the application for additional accommodation?—Of course matters of this sort never can be determined with absolute accuracy. You cannot by any process of calculation determine what increase of revenue will result from affording additional facilities; but by practice we get a pretty correct notion of what will be the result; if the additional convenience afforded to the public is large, then we expect a considerable augmentation of correspondence; if the additional convenience is small, then we expect only a small increase of correspondence and we estimate the expense; that we can determine much more accurately than the increased revenue; we compare the two, and, as I stated, the Postmaster-general invariably gives the public the advantage of any doubt upon his mind.

164. In some cases in England, even when it is made clear according to the calculation, be that calculation strictly accurate or not, that it will not pay, but at the same time there will be a great public benefit rendered, do not the Post-office frequently grant the required accommodation to the district?—We do sometimes, whether in England or Ireland, depart from the rule.

165. Do you not do that very often in England?—Not more so than in Ireland; indeed not so often in England as in Ireland.

166. Ought not the rule to be more liberally acted upon in Ireland than in England, taking all things into consideration?—Whether it ought or not may be doubtful; but there is no doubt that it is more liberally acted upon in Ireland than in England.

167. But ought not one of the circumstances to be considered by the Post-office to be, whether there would be a great public benefit rendered, though that might be altogether independent of the result of an increase in the correspondence?—I think not.

168. Might not a great number of persons be greatly inconvenienced by the advantage being withheld from them which the public in another district obtained?—I think the establishment of a single daily post to any place of importance should be given, whether the result is or is not profitable to the revenue, and we act upon that view. But when we have to consider the question of an additional post, a second post, or a third post, or a direct post, instead of

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an indirect post by using lines which were previously employed, then we look more narrowly into the question of profit and loss; and I think the Committee will see that the profit to the revenue, dependent as it necessarily is upon the increase of correspondence resulting from the increased facilities afforded, is a very good index of the value of those facilities. On the whole I think we cannot have a better test than that which we usually apply.

169. Will you state to the Committee your opinion as to the best mode of compelling railways, or inducing railways, to give their services for a fair equivalent?—Perhaps the Committee will allow me to refer to evidence which has been already given by myself upon that question, and which might be made part of this Committee's evidence. I will go into the question, if it be desired; but I went into it very fully about two years ago, I think, before the Committee of which Mr. Cardwell was the chairman, and I gave further evidence last year upon the same question. If the Committee desire it, I am quite ready to go into the question again.

170. If you will be good enough to give your own ideas upon the matter, then we can refer to the particular evidence to which you point our attention?—I think it is very desirable that the Legislature should in all cases, where it can, lay down mileage rates. I think that in respect of all trains which the companies run for their own purposes, there would be no injustice in the Legislature saying that the Postmaster-general shall have the right to use those trains for the conveyance of the mails at fixed mileage rates, in proportion to the weight of the mails carried; that would be of very great assistance to us. At present we are obliged to bargain as well as we can in such cases, and it very frequently happens that the Postmaster-general is debarred from affording important convenience to the public, because a company refuses to accept a rate of payment which would be highly remunerative, but which they probably think is less than they can get by holding out; such an arrangement as that now suggested would get rid of great part of our difficulty. But the difficulty would still remain, in respect of those more important mails, regarding which the Postmaster-general determines the hours at which the trains shall start, the speed at which they shall run, the places at which they shall stop, and so on. I am inclined to think that the present mode of dealing with such cases, namely, by arbitration, is probably the best that can be adopted: but I think that the Legislature would assist very much if they laid down general principles to guide the arbitrators. The mode which I myself recommended in the evidence to which I have referred was, that the Legislature should direct that the arbitrators should first of all declare what was the bare additional cost to the company of running the particular train, and then that they should add to that cost a certain per-centage, which might be named in the Act of Parliament, as the profit to the company, deducting from the total a certain fraction, I think I suggested a fifth of the earnings of the train in passenger or other traffic. That was, I believe, the arrangement I proposed. If this were done then the Postmaster-general would be relieved of a very great difficulty. It is very important for the public convenience that when a railway is opened the Postmaster-general should at once put the mails upon that railway, without stopping to make a bargain with the company; and if the rates were fixed by law, to the extent which I propose, then we should at once be able to determine whether the mails were or were not of sufficient importance to justify the expenditure. At present we have not only the doubt, which is altogether unavoidable, as to the increase of the revenue that will result from affording the additional facility; but we have the still greater doubt as to the rate of remuneration to the company. One arbitrator may award one sum, in one case, and another arbitrator twice as large a sum in another.

171. Mr. *Barrow*.] Are the Committee to understand that you find from experience that the arbitrators who had been engaged upon different occasions have awarded very different rates?—Very different rates indeed.

172. They do not appear to be guided by any general rule?—We have no means of judging by what circumstances they are guided.

173. *Chairman*.] They are guided, I suppose, by the evidence brought before them?—I have no doubt that the umpires act conscientiously in the matter. I should be very sorry to be understood as throwing the slightest doubt upon their perfect conscientiousness. But the result is, as we find by practice,

practice, that one gentleman, under certain circumstances, will award a certain rate of payment, and another, under precisely similar circumstances, a very different rate of payment.

174. Sir *S. Northcote.*] Is it your opinion that it would be desirable to have for the Post-office an officer who should always conduct the negotiation for the Government?—The Post-office has always had the aid of a scientific gentleman, who has been their arbitrator. Recently the Postmaster-general has had two arbitrators; one an engineer and the other a lawyer, because it sometimes happens that legal questions are opened. That arrangement is a temporary one, sanctioned by the Treasury as an experiment. I believe that the Postmaster-general considers that it has worked very satisfactorily.

175. Mr. *Liddell.*] Is it not the case that a very great number of railway companies have already acceded to that arrangement to which you have alluded, namely, allowing the Government to use the trains which are running for their convenience for the conveyance of mails?—There are many instances in which the companies, for the payment of a certain sum per annum, have given us the use of all their trains.

176. Have you not observed that that sum has not varied very much; it is pretty nearly the same rate throughout, is it not?—We generally enter into an agreement for a term of years, and then it cannot vary with regard to the particular company; but whether the payments to one company are at the same rate per mile as to another, I am not prepared to say, because the amount of mileage is continually varying.

177. Mr. *Maguire.*] Considering that the Great Southern and Western get 4 *s.* 6 *d.* a mile for the night trains, is not this demand of 2 *s.* 3 *d.* by the Limerick and Waterford railway considered very fair?—It is no doubt a comparatively low demand, but the question still remains whether it would be wise on the part of the Postmaster-general to pay even that low sum for the conveyance of the mail; it may be a very fair sum for the Company to ask, but a very extravagant one for the Postmaster-general to pay.

178. But taking all the circumstances into consideration, so far as that company is concerned, is it not a very fair offer as things are in Ireland?—The 2 *s.* 3 *d.* is a low offer, but the 9 *d.* for the day mail is a high offer.

179. Mr. *Fagan.*] You stated that there has been a considerable improvement in postal accommodation by the recent establishment of railways?—Yes.

180. Can you give the Committee a return of the towns in this district where the postal accommodation has been diminished by the recent establishment of railways?—We can make such a return.

181. I have before me a letter from Mitchelstown, in the county of Cork; the writer says, "Before the railway was established we had two mails every 24 hours from Dublin, and could post letters up to 9 ½ p. m. to reach either Cork or Dublin next day; whereas now, we have only one delivery, and are obliged to post all letters (even for Fermoy, eight miles off) at 6 ½ p. m." I wish to know whether you can give the Committee a return of the various towns in this district which are injured rather than served by the establishment of railways for postal accommodation?—We could give in a list of all places which have to post their letters for Dublin, or any other towns, at an earlier hour than formerly; perhaps that is what is meant; whether they are injured upon the balance of the several advantages and disadvantages it would be difficult to determine.

182. There are some towns, for instance, which the letters posted in Cork or in Dublin reach at a much longer interval now by reason of this railway accommodation than formerly, when they had coach accommodation?—Any extensive alteration in the routes of the principal mail is likely to produce inconvenience as regards certain places, because the alteration of the line may divert the mails from those particular places.

183. I wish the Post-office to give the Committee a return of those towns, with a view to consider how this injury could be remedied?—The place named in the letter is not a post town, it is a sub-post, and is dependent upon Mallow for its mails; we can give the Committee, without any very great difficulty, a statement in respect of all post towns; perhaps that would serve the purpose.

184. We have it in evidence, that the revenue in Ireland has considerably increased within the last year?—Somewhat increased.

185. You are governed in affording postal accommodation by the increase of the revenue?—Yes.

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186. Seeing that the Irish revenue has increased, and that we have reason to believe that the increase is in this very district, we wish to ascertain whether we could recommend an increase of accommodation in those places?—The Committee will bear in mind that I cautioned them against resting their judgment upon any one year; it may be, that everything continuing as it now is, the next year may show a very small net revenue, because of the fluctuations which I have described. I think you cannot safely assume that the apparent net revenue of the last year, as shown by that account, was really so large as it appears to be. I think it is not safe to rest upon an account for a particular year, though you may safely rest upon an account for three years.

187. Mr. *F. Scully.*] Can you give a list of the number of towns in this district where communications and answers to letters now require three days, which, in the former state of things, before railways were established, required only two days; towns such as Carrick-on-Suir and Clonmel: what is the mode of communication by post between those two towns?—There is a mail car, which runs from Clonmel to Carrick-on-Suir. I am afraid if we attempted to make a return it would mislead.

188. Mr. *Maguire.*] By the returns of the receipts which you have given the Committee, I find there is a steady increase for those three years; and if I might judge by those returns, showing that there is a steady increase in the receipts of the Irish Post-office, I might calculate, taking all things into consideration, that there will be a steady increase for the future, inasmuch as the country is improving, and inasmuch as you said that the increased education of the people must necessarily operate upon the returns by causing increased correspondence?—No doubt.

189. Under those circumstances, would there be anything wrong in the Post-office incurring additional expenditure, inasmuch as, taking all things into consideration, there would be an additional revenue?—There is no doubt that you may look with confidence as to an increase in the gross receipts: the doubt is, as to the net receipts.

190. I think your statement was to this effect, that considerable improvements have taken place within the last 12 months, for which you wish to take credit?—Not within the last 12 months, within the last 12 years.

191. I am now speaking of within the last 18 months?—Yes.

192. By the return for the year 1853-54 the gross expenditure was 203,665 *l.*?—Yes.

193. Notwithstanding all those improvements which you say were made, the gross expenditure, up to 1855, I think you said was 181,616 *l.*?—Yes; for the last year that is the total payments; but, as I have already explained, those do not necessarily represent the total expenditure.

194. There is one thing clear, that the postal revenue in Ireland is steadily increasing?—The gross revenue is certainly.

195. Steadily increasing year by year?—It is, throughout every part of the kingdom, I am happy to say.

196. During the last year, and the year before, and the year before that?—Yes; I believe there has never been an exception to that rule since the establishment of the penny postage; the gross revenue of each year has, I think, been invariably greater than the gross revenue of the preceding year

197. And as trade, and commerce, and the intelligence of the people, and all those matters which affect the increase are developed, of course the gross receipts will also increase?—No doubt.

198. Therefore under those circumstances is it not the duty of the Post-office to expend whatever is necessary for the public convenience, being sure that eventually they will be paid?—No, I am afraid we cannot look with certainty to that result; every reasonable expenditure should be incurred, and we hold that it is already incurred in serving this particular district. Additional expenses have been incurred very recently, for though the company carry mails at the same rate now as before, yet the establishment of the travelling post-office involves considerable expenses which are independent of the charges of the company; highly paid clerks are employed to sort the letters upon the line, and expenses of various kinds are constantly arising.

199. Do you find as the result, in many instances, of increased facilities given to the public, that there is an increase in the correspondence?—Certainly.

200. Might we say that that almost happens invariably?—Almost invariably; but the increase of correspondence will be larger or smaller in proportion to the increase of convenience, as you are aware.

201. Ought it not to be the object of the Post-office to give the utmost facilities to the public, inasmuch as those facilities increase the intercourse of the public?—Within moderate limits undoubtedly.

202. Why, when the experiment has never failed to produce the desired result, should it be confined within what you please to call moderate limits?—For this reason, that though increased facilities invariably afford increased correspondence, yet, unless we proceed cautiously, the cost of those increased facilities may very greatly outrun the produce of the increased correspondence. If, for instance, we were to grant facilities at a cost of 1,000 *l.* a year, which produced a correspondence yielding only 100 *l.* a year, that I should call an injudicious arrangement.

203. Unless there were some counterbalancing public advantage?—The increased correspondence is the advantage; that is our meter for estimating the advantage to the public; and I think the Committee will see it is a very correct test.

204. Mr. *H. Herbert.*] I see upon this map a number of blue and green lines, the blue lines representing the mail car roads, and the green the stage coach roads?—Yes.

205. Has there not been a system going on for some years of substituting, in the south of Ireland, cars running at an inferior rate of speed, for the old mail coaches?—To a certain extent that has been done where the correspondence is small as compared with the expense. The truth is, that in Ireland coaches had been established under circumstances where they would not have been employed in England, and the mistake thus made has, to a certain extent, been corrected of late years.

206. Then that correction involves giving the conveyance of the mail at a very inferior rate of speed to that at which it was carried some years ago?—In some instances that is the result unquestionably.

207. Are the instances very numerous?—I think not; there may, perhaps, be several instances in which the mails are carried at an inferior rate; but whenever we make an arrangement of that kind, we, if possible, couple it with an acceleration elsewhere, perhaps upon the main line of railway, which compensates for the reduced speed of the cars.

208. *Chairman.*] Are you aware whether there is any arrangement at all with the Waterford and Limerick Railway, for the conveyance of the mails, except the day mails from the Junction to Limerick?—No, that is the extent to which the line is used at present.

209. How are the mails conveyed from Waterford to Carrick, Clonmel, Clare, Cahir, and Tipperary?—I must ask leave to refer you to another witness for those details.

210. Mr. *F. Scully.*] Is not the mode of conveyance by one-horse cars, in many parts of Ireland, where large sums of money are conveyed through the medium of the post bags, a very unsafe mode of conveyance, and very often causes serious loss of property?—We have no means of knowing what are the contents of the mails, but I do not remember any loss of a mail in Ireland.

211. Did you not hear, in the course of the last two years, of several losses sustained in the conveyance of the mail bags between Goold's Cross and Clonmel?—I do not remember the circumstance of the loss of any bags; it is frequently alleged that letters have been lost in the course of circulation, but the loss of a bag is a thing almost unknown.

212. Did not it come to your knowledge that a carman got lost in the great snow which we had in Ireland last winter, and that the bags were lost, and were afterwards found by two countrymen, and brought into the town of Cashel?—I think I remember that; but the bags in that case were not lost.

213. No, because they happened to be afterwards found?—Last winter was a very severe winter, and interrupted the progress of the mails in almost every part of the kingdom, and caused a great deal of confusion; but I do not remember that it caused any absolute loss.

214. *Chairman.*] It interrupted the progress of the mails conveyed by carts?—Yes; and it interrupted the progress of the mails conveyed by railway.

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215. Have you any experience of the Waterford and Limerick Railway?—No; but I presume there is nothing peculiarly advantageous connected with that line.

216. That railway passed its trains uninterruptedly during the winter?—Last winter was a very extraordinary winter; but I think it would be a very extravagant thing, upon the part of the Post-office, to employ railways instead of cars, simply with the view of avoiding so remote a contingency as the interruption of the mails from so severe a winter as the last.

217. Mr. *F. Scully.*] What is the difference of expense in conveying mails by cars and coaches?—It varies very extensively; the charges by cars are variable, and the charges by coaches are very variable, therefore it is difficult to compare them; but the rule is to take the cheapest conveyance, whether coach or car; we have no preference either for cars or coaches.

218. *Chairman.*] I suppose the cheapest, in that case, is the worst?—The small mails are usually carried, whether in Ireland or in England or in Scotland, by one-horse carriages.

219. Mr. *F. Scully.*] Do you consider the mails between Dublin and the very large and important towns of Clonmel and Carrick-on-Suir small mails?—All the mails to or from Clonmel are small; indeed there is scarcely such a thing as a large mail in the whole of Ireland, compared with what we call large mails here in England; the whole correspondence of Ireland is less than that of the London district post.

220. Mr. *H. Herbert.*] Do you anticipate that, if your suggestions were adopted with reference to arbitration in the case of the conveyance of mails by railway, you would be able to give greater facilities to the south of Ireland in the conveyance of mails, by availing yourselves of the present railways?—Yes; if we had freer use of the railways, I think we should; but it is a balance of advantage. Suppose, for instance, the Limerick and Waterford Railway Company would carry the day-mail at a moderate rate, for example, 2 *d.* a mile, or something like that, my own impression is, that it would be advantageous to the district to transfer the mail to the railway, and have it so conveyed; but it is by no means a clear case, that we should not injure the district rather than benefit it. I know that some of the officers in the establishment who have gone into the matter more fully than I have, are of opinion that it would not be advantageous to the district to have the mail carried by railway, even if we disregarded the question of expense. I am assured, with reference to a question put just now, that the day-mail to Limerick by the railway was wholly interrupted one day, and that the night-mail by coach was never wholly interrupted for 24 hours in the course of the last winter.

221. *Chairman.*] Was that the result of accident?—I suppose on account of the snow. Instances have, I think, occurred in which railway mails in the north of Scotland have been stopped for a week.

222. Mr. *Maguire.*] How many instances on the other side have you, of cars carrying the mails, being obstructed by the snow?—I cannot say; but if there be any advantage as regards liability to obstruction in favour of railway mails, it is very small, and not such as to justify any increase of expense.

223. Mr. *H. Herbert.*] You dovetailed your answer with regard to one question into two. With regard to the comparative merits of railways and cars for carrying mails, I suppose the Committee are scarcely to understand you to say, that as a general rule, although there may be some exceptions, it is not more convenient to carry mails by railways than by cars?—Certainly, as a general rule, it is better to carry them by railway; but nothing is more complex than the circulation of the Post-office. You cannot safely act upon general rules in all cases; general rules will commonly guide you right, but you must look carefully to the particular circumstances of every case, otherwise you may make very serious mistakes in following out general rules. However, all other things equal, that railway conveyance is superior to conveyance by any other means, nobody can doubt for a moment.

224. Then speaking generally, is it your opinion that if either your suggestions were adopted, or some other suggestion which would give you a mode of dealing equitably with the railways in the south of Ireland, advantages could be extended to the public?—No doubt of it; there is no doubt that we could afford considerable additional facilities, as we have done in those districts in which the companies have given us the use of all their trains.

225. *Chairman.*]

225. *Chairman.*] Have you met with any other instance in which the use of railways has injured the correspondence of the country?—That is a matter of detail which I cannot speak to from recollection. We can pick out cases by referring to the documents, and if you desire to have that done, it shall be done. If the Committee have no objection to state those cases in which any party thinks that injury has been done, of course that will narrow the investigation.

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226. Have you anything further which you wish to state to the Committee?—No, nothing further occurs to me.

Veneris, 6° die Julii, 1855.

MEMBERS PRESENT.

Mr. Meagher.	Mr. Barrow.
Mr. Henry Herbert.	Mr. Wickham.
Mr. Fagan.	Viscount Monck.
Mr. Maguire.	Mr. Wilson.
Mr. De Vere.	Mr. Grogan.
Mr. Liddell.	Mr. F. Scully.
Sir Stafford Northcote.	

THOMAS MEAGHER, Esq., in the Chair.

Mr. *Joseph Fisher*, called in; and Examined.

Mr. *J. Fisher.*
6 July 1855.

227. *Chairman.*] YOU reside in Waterford?—I do.

228. You have been acting as secretary for some time to a postal committee for the purpose of representing the postal arrangements to the Postmaster-general?—Yes.

229. I believe you are also proprietor of one of the local newspapers?—Yes.

230. Can you state, from your knowledge, what are the postal arrangements between Waterford and Clonmel?—There are two mails, if we may call them two; one is a direct mail car that leaves Waterford at half-past 4 in the afternoon; the post-office closes at 4 o'clock for the receipt of letters, and it reaches Clonmel at about 8 o'clock, and passes on from thence to Goold's Cross, where it meets the railway. There is another, which the Post-office call a mail; an order exists that any letters that arrive for Clonmel, or that are posted for Clonmel after the dispatch of this mail, are to be sent up to Dublin, and to come down the next day; but we do not look upon that as a mail at all. The letters for Dublin leave at 7.20. o'clock in the evening; they go up to Dublin that night, and come down to Clonmel the next day, arriving in Clonmel, I think, about 3 o'clock.

231. You mean that the regular direct mail from Waterford to Clonmel is dispatched from Waterford at half-past 4 in the afternoon?—Yes.

232. And that any letters posted afterwards for Clonmel are sent forward by the Dublin mail that evening?—Exactly so. The particulars are given in a return made by the Post-office. If the Committee wish for the exact hour, I can give it as stated officially.

233. Perhaps you will state it from the return?—The Post-office state that the first dispatch to Clonmel is at 4.30 p.m.; that is the direct car; and they also state that there is a second dispatch at 10 minutes after 7; and the Post-office description of the second mail is "by mail car from Waterford to Maryborough, and by railway thence to Dublin; by railway from Dublin to Goold's Cross, and by mail car from Goold's Cross to Clonmel;" that is the information the Post-office have given us. That last mail occupies 21 hours and 15 minutes, according to the Post-office return.

234. Sir *S. Northcote.*] At what hour does it reach Clonmel?—About 3 o'clock in the afternoon.

235. Viscount *Monck.*] That is only for letters posted between 4 and 7 in the afternoon?—Yes.

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236. *Chairman.*] You now quote from the return laid before the House of Commons by the Post-office?—Yes.

237. Mr. *Barrow.*] I understood you to say that the direct post from Waterford to Clonmel leaves at half-past 4?—Yes.

238. Viscount *Monck.*] What time does the 4.30 mail arrive at Clonmel?—At about 20 minutes after 8.

239. Mr. *Barrow.*] So that the second dispatch, in fact, carries letters put in between 4 and 7 at Waterford to Clonmel 4 or 5 hours earlier the next day than they would arrive if they waited for the regular daily mail?—Yes. With regard to the second dispatch, I should, perhaps, now explain to the Committee how that affects the district. It will be seen on the map, that to the south of Waterford there are the towns of Tramore, Dunmore, Passage, and Woodstown, and the mails from those towns do not arrive in Waterford until after the 4 o'clock mail is made up and gone out.

240. Viscount *Monck.*] That is after the dispatch to Clonmel has gone?—Yes.

241. Do you suppose that there is a great deal of correspondence going on between those four towns and Clonmel?—I believe all the correspondence between Waterford and the south of Ireland goes out by the Clonmel mail.

242. But is there a great deal of communication by letter between Clonmel and those four places you mentioned?—I do not know what is meant by a great deal; there is a constant communication, but it does not merely embrace Clonmel; what I say about Clonmel applies to the whole correspondence between the south of Ireland with those four towns, and Waterford; all our correspondence from that district with the south of Ireland, after reaching Clonmel, continues to Goold's Cross; it meets the down train from Dublin, and it brings down the whole correspondence, which includes the whole of Munster, the county Waterford, county Cork, county Kerry, county Tipperary, and county Limerick.

243. *Chairman.*] The direct mail from Waterford to Clonmel conveys all the correspondence from Waterford and Clonmel to the other towns, west, as far as Limerick or Clare, or Kerry, south-west?—All our correspondence for the south of Ireland leaves Waterford by the car that goes in the first instance to Clonmel, but this car does not stop at Clonmel: it goes on to a place called Goold's Cross, and at Goold's Cross it meets the down night mail on the Great Southern and Western line, which takes it on, and the mails for Limerick and Clare are taken off at the Junction and go by coach from the Junction to Limerick. For Kerry they go on to Mallow, and are taken off there by the car from the railway; for Cork and part of the county of Cork south, they go on all the way to Cork; those for Youghal are continued on from Cork by a car. Those for Dungarvan proceed by car; they reach Clonmel at 8 o'clock in the evening, remain there all night, and are sent on to Dungarvan by a car in the morning; for Cappoquin and Lismore they go through Cahir, and they are continued on by a mail car; so that a letter from Tramore to Dungarvan, for instance, comes into Waterford at 5 o'clock; the Clonmel mail has gone out at half-past four; that letter has to remain in Waterford until the next day, unless it is sent round by Dublin; and if it is sent round by Dublin it does not reach Dungarvan till the same time as it would if it remained in Waterford until the next evening, and were sent from Waterford to Clonmel, and forwarded by a car from Clonmel to Dungarvan.

244. Was not there a mistake in what you have just stated, that the second dispatch does not bring a letter from Waterford and from the other towns in communication with Waterford, south and west, to Clonmel until the hour at which the car next day to Clonmel would have brought it; is there not some difference of three or four hours between the two?—If it reaches Clonmel at 3 o'clock in the day, it has to remain in Clonmel till the next day at 4 o'clock a.m. to be despatched to Dungarvan; so that it does not arrive at Dungarvan any earlier than if it had remained in Waterford the whole time. I may mention an instance that came under my own knowledge, which may show how the public service is circumstanced: Lord Stuart de Decies, who is lieutenant of the county of Waterford, resides near Cappoquin; in corresponding with Lord Huntingdon, whose post town is Dunmore, a letter will lie 22 hours in Waterford each way; and on a recent occasion Lord Huntingdon was in my office and showed me a letter on Her Majesty's Service from Lord Stuart de Decies which had been sent from police station to police station by mounted police in consequence of the difficulty of the post-office.

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245. Who is Lord Huntingdon?—He is deputy lieutenant of the county of Waterford.

246. All the correspondence from Tramore, Dunmore, Woodstown, and Waterford, for Clonmel, for Limerick, for Kerry, and for Clare, passes by that first direct mail conveyance from Waterford to Clonmel?—Yes. With regard to Waterford itself, and the inconvenience that arises to merchants in Waterford, from the early hour at which that mail is dispatched, if the Honourable Members will refer to the map, they will see that the time occupied between Waterford and Goold's Cross is about eight hours, and the journey by railway from Waterford to the Limerick junction is done in two and a half hours, so that the same letters, if they were dispatched from Waterford at 9 o'clock in the evening, or from half-past 8 to 9, would reach that point, for all the purposes of the Post-office, exactly as well as they do now.

247. Have you stated all the inconveniences which result from the early dispatch of the Clonmel car?—There is an inconvenience to the mercantile community of Waterford which I should bring under your notice. All our Liverpool letters reach Waterford by the day mail through Dublin at 1.35 in the afternoon, which is very important to the trading community. That delivery commences at 2 o'clock, and it is over at 4. The whole of the mercantile communications between Waterford and the interior, with which large transactions go on, goes out at 4, so that the delivery of those letters, as far as Waterford itself is concerned, is barely completed when the Post-office closes for dispatch to the interior. We consider, in Waterford, that it would be of very great advantage if we had till 9 o'clock in the evening to write letters consequent upon that correspondence.

248. Or, at all events, if you had a later hour than the present hour, without being quite so late as 9; is that what you wish to convey?—Exactly so.

249. That late dispatch would enable the letters from all the adjacent towns to be forwarded without the delay you have already spoken of?—Yes. With regard to correspondence in Clonmel, I have stated that the mail arrives there at 10 minutes after 8; the whole of that mail has to be sorted in Clonmel, which is a sorting office, and it is dispatched on to Goold's Cross from Clonmel at 9. No delivery of those letters takes place in Clonmel that night. If a man sends to the post-office just at 9 o'clock he can get his letters; but the post-office closes, under the postal regulations, at 9, and they are not ready to deliver letters till 9; so that, in fact, it opens and closes at 9. Those letters are not delivered till the morning; and in the morning the mail car has passed through at 5 o'clock.

250. The return car in the morning leaves Clonmel at five o'clock for Waterford?—Yes.

251. What time does it arrive in Waterford?—A little after eight.

252. That is after the arrival of the Dublin mail at Waterford?—The Dublin night mail is due in Waterford at a quarter before five, and the delivery of the letters that arrive by it commences at seven, and that lasts until about nine.

253. It commences before the arrival of the Clonmel letters?—Exactly so.

254. And that occasions a second delivery in the morning?—The letter-carriers are out on the delivery of the first mail when the mail arrives, and the delivery of the second mail cannot commence until they return from their rounds.

255. Does any inconvenience result to the post towns we have been speaking of, in the neighbourhood of Waterford, from the late arrival in the morning of the Clonmel and Limerick car?—Except the Waterford letters, they all have to remain at the post-office till the next day, to rest themselves after their night's journey.

256. Sir *S. Northcote.*] Letters which arrive at Waterford at eight in the morning for Passage, for example, remain in the office the whole day?—They are sent to Passage, seven miles further, the next morning.

257. *Chairman.*] Is there not a dispatch upon the arrival of the Dublin mail for those neighbouring towns?—There is.

258. But that dispatch is made before the arrival of the Clonmel and Limerick mails, which occasions this long delay in the post-office, those letters waiting for the next morning dispatch?—Yes. If those letters were forwarded by railway they would be in Waterford at three o'clock in the morning; whereas they arrive now in Waterford at eight.

259. Mr. *Wickham.*] That is after the delivery of the Dublin letters has commenced?—Yes; there is but one mail in a day to the small towns round Waterford,

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ford, and that leaves Waterford before the letters that come by the Clonmel mail arrive, so that they have to remain in the post-office till the next day. Speaking of Clonmel, I may state that it includes the whole correspondence that comes by mail to those four towns.

260. *Chairman.*] Waterford, I believe, is the shipping port for Clonmel?—Yes; and of Carrick and Cahir. The same inconvenience results to the mercantile classes with regard to their correspondence with Liverpool, from the late arrival of that mail, that results with regard to the dispatch, because the delivery of the letters that arrive from Clonmel is not completed when the post-office closes for the dispatch of the day mail, which takes the Liverpool correspondence.

261. You are speaking now of the dispatch of the day mail for Dublin?—Yes.

262. Can you state at what time the delivery of the Clonmel mail ends in Waterford?—About 11.

263. At what hour is the post-office closed for the dispatch of letters by the Dublin mail, conveying of course all the English correspondence?—At a quarter before 11.

264. Sir *S. Northcote.*] I am to understand you to say that the day mail departs before the Clonmel letters are delivered?— Before the delivery is completed.

265. Mr. *Barrow.*] I understand that your suggestion, that those towns being inconvenienced by letters remaining in Waterford 22 hours, that might be remedied by the letters being sent, instead of by a car, at 5 o'clock in the morning, by railway at some time during the night?—Yes, they would arrive in Waterford earlier.

266. So as to arrive in Waterford at the same time as the Dublin letters?—Yes.

267. That is the grievance, and that is the remedy?—Yes.

268. *Chairman.*] Do you think you have now informed the Committee of what may be considered the principal inconveniences resulting from the present postal arrangements in Waterford, as regards all the district as to which the Committee are inquiring?—There is one very crying grievance, which is, that the letters which arrive at Waterford at five or six o'clock in the evening from those small towns, are not delivered till the next morning in Waterford.

269. Though they arrive in the evening they are not delivered till the next morning?—Exactly, so that no reply can be had till the following day; the mail in the morning has gone out before the letters are delivered.

270. Will you now state to the Committee what is the present mode of conveyance of the letters from those small towns to Waterford, in the first instance?—Some of them are by foot messengers, some of them are by car, and from Tramore it is by railway.

271. From Waterford to the intermediate towns between it and Clonmel, how are the letters conveyed?—By the one-horse car from Waterford to Goold's Cross, which drops the letters at Pilltown, Carrick, Clonmel, and Cashel. Before I go from Waterford there is one matter I should mention, which shows the manner in which the Post-office service is done. There is a receiving-house in the city of Waterford, and if a letter is posted for Clonmel at 11 or 12 o'clock in the day, it is not taken from that receiving-office to the General Post-office until after the Clonmel mail goes out, so that it remains till the next day.

272. Do you mean to say that a letter put into the receiving-house at 11 or 12 in the day does not go to the General Post-office until after the dispatch of the Clonmel mail?—It does not; the Passage post-boy, who is due at the post-office at six o'clock in the evening, calls at the receiving-house for all the letters posted during the day, so that letters posted at any time during the day, for Clonmel, will remain there till after the Clonmel mail has gone out.

273. What distance is that receiving-house from the post-office?—About half a mile.

274. Do you think you have stated the principal inconveniences which result from the present hours of arrival and dispatch of the mails in Waterford, and its neighbouring towns; and if so, will you now proceed to state what means there are of remedying those inconveniences?—There is one matter which affects the provincial press, which I may state, namely, that in consequence of those arrangements the Post-office; in return for the payment of the stamp, it does not give to the provincial press the advantage it gives to the Dublin press; newspapers published in Waterford in the evening, to be sent to Dungarvan, must be published

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in Waterford four hours sooner than a similar publication in Dublin to reach it at the same time. There is one other matter connected with the district which I omitted to mention, that is, that there is a car which runs direct from Dungarvan to Waterford, which I think has been referred to before this Committee as being a boon to the district. That car arrives in Waterford at ten minutes after 11 a.m., but the delivery does not commence until two o'clock p.m.; it leaves Waterford for Dungarvan on its return five minutes after two.

275. So that it is not very possible to send a reply to Dungarvan by the return car?—Unless one is gifted with precognition and send to the post-office for the letters, one cannot possibly do that; perhaps as this question turns so much upon the matter of expense, at least, in all our correspondence with the post-office it has been put upon that, it would be well, before suggesting a remedy, to allude to another mail which leaves Waterford (it is the night mail) at ten minutes after seven; that goes down through Thomastown to Kilkenny by horse car, and from Kilkenny it goes across to Maryborough, one of the stations upon the Great Southern and Western line; where it is taken by the up mail train which goes on to Dublin, and comes on to England.

276. That is the mail by which the letters late for the first dispatch to Clonmel are sent?—Yes.

277. So that if you write a letter after four o'clock to Clonmel, by way of accommodation that letter is sent up to Dublin that night, and comes down the next day to Clonmel?—Yes.

278. Can you give any idea of what is the length of the journey of that letter by that route?—I suppose about 250 miles.

279. What is the distance from Waterford to Clonmel?—I think about 30, or less than 30 English miles.

280. Is there a railway communication completed from Waterford to Limerick?—There is; and it passes through Clonmel.

281. Is there also a railway completed from Waterford to Dublin?—There is; through Kilkenny.

282. Then these mail cars, that go from Waterford through Clonmel on the one side, and through Thomastown and Kilkenny to Maryborough on the other, run parallel nearly with two railways?—Yes, they do; one of them runs along the line of railway from Waterford to Clonmel. A letter posted in Waterford for Clonmel at four o'clock will not be delivered there that night; whereas, if a letter be sent as a parcel by railway, it will leave Waterford at half-past five, and will be delivered that night. The Waterford and Limerick Company have established a threepenny parcel post lately, and are carrying letters which the Post-office ought to carry. The Committee will see, by reference to the map, that the two cars run to two different points upon the same railway, and that railway has a contract for carrying the mails, so that without a penny additional expense, the whole of those mails could come to the Limerick Junction by railway.

283. Mr. *Liddell.*] Is the Committee to understand that, without any additional expense by the Post-office contract with the railway company, they would have a right of conveying mails by all the trains?—They can send them as far as the Limerick Junction without any additional expense by the trains that now carry them.

284. *Chairman.*] There is a Post-office contract for conveying the letters by the entire route of the Great Southern and Western Railway, which passes by what is called the Limerick Junction; and so far you mean to say that the Post-office could carry any additional number of letters without any additional expense?—Exactly. If the remedy I am going to suggest be adopted, the Post-office would save the expense of both the cars I have alluded to.

285. That is the car to Goold's Cross, and the car to Maryborough?—Yes.

286. Can you state what would be the advantage gained in point of time by the correspondence from adopting that route instead of the present routes?—Our Dublin correspondence would leave Waterford two hours later than it does now, and our correspondence for the south of Ireland 5½ hours later.

287. The advantage of the two hours later dispatch from Waterford would be this, that all the letters which are now detained so long at the post-office could be dispatched at once?—Exactly so.

288. Would there be any advantage, again, in the earlier arrival, so as to allow of one delivery instead of two, and one dispatch instead of two?—We should have but one delivery instead of two, and all the towns and sub-offices

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dependent upon Waterford would receive their letters much earlier, and would receive all their letters every day instead of receiving only a portion of them. It would be well to mention to the Committee that, previously to railways being established, Waterford and Clonmel enjoyed the advantage of two mails per day: one travelled by a coach, which went direct from Waterford to Limerick, and the other travelled by Bianconi's car to Clonmel, so that with regard to Carrick and Clonmel we had two posts per day. The Post-office have taken off one of them, and have given us nothing instead of it.

289. And that which you have now is inconvenient, both in the time of dispatch from Waterford and the time of arrival in Clonmel?—It is most inconvenient.

290. The fact being, that although Clonmel, as you state, is not quite 30 miles from Waterford, you can have no answer by return of post?—No.

291. Viscount *Monck.*] Do you mean that you can have no answer by return of post to Waterford from Clonmel?—Just so, except the party send to the post-office at night; but in talking of no answer, I speak of the delivery in the town by the letter-carrier.

292. *Chairman.*] That is to say, there is no delivery in Clonmel at nine o'clock at night?—No.

293. But if an individual goes to the post-office to inquire whether there is a letter for him, he may get it precisely at nine?—He may.

294. Supposing he gets a letter even in that way, at what time must the answer to the letter be in the post-office to go back to Waterford?—The car passes through Clonmel at a little before five in the morning.

295. So that a person not being aware of a letter being in the post-office for him, and remaining at home waiting for letters in the ordinary way, could not possibly by any contrivance answer a letter by return car, because he would not get it till the next morning?—He could not, because the return car goes out at five, and the delivery does not begin till eight o'clock.

296. You have stated that from the inconvenience to which people are at present subject by the postal arrangements, they have been obliged to resort to the transmission of letters as parcels by railway?—Yes.

297. At an additional expense of 2*d.* per letter?—Yes; an increase of 200 per cent.

298. Have you any opinion to offer to the Committee, or can you form any estimate of whether the correspondence would greatly increase by affording those increased facilities which are easily to be had?—I have no doubt the correspondence would greatly increase. Connected with that there is one very remarkable fact to which I think the attention of the Committee ought to be directed, which is, that the deficiency of railway facilities in Ireland has prevented that increase in the postage of letters, which would otherwise have arisen, because the Postmaster-general's return for the year 1854, if the Committee will refer to it, will show that the correspondence in Scotland in 1840, and in Ireland, was very much the same, that is, about 18½ millions of letters. In 1853, the return shows they had both increased to the same extent; but in the last year the increase in Scotland was 8½ per cent., whereas the increase in Ireland was only 2 per cent.; the difference of 6½ per cent. on the increase would have made a difference in the postal revenues of 13,000 *l.* in the last year.

299. When you speak of increase, you speak of the increased number of letters irrespective of the expense?—Yes.

300. Mr. *Fagan.*] You have stated that you attribute that to the limited use of railway communication?—Yes; because in Scotland for that number of letters the number of miles travelled over by railway in the year 1854 was above 900,000, whereas in Ireland it was only 630,000, and the number of miles of railway travelled by mails in 1854 was less than in 1853.

301. *Chairman.*] That arose, I suppose, from the Post-office taking off some of the mails which used to go by railway previously?—Yes; otherwise it ought to be the same.

302. There were none of the railways abandoned, I presume?—No, most of them are extended.

303. Have you anything else to state with regard to postal arrangements?—We have had a great deal of correspondence on the subject, and a very large number of memorials sent from Waterford to the Post-office; the replies have almost all been stereotyped, objecting on the ground of expense. The Waterford

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Postal Committee, previously to waiting upon Lord Canning, appointed a deputation, of which I was one, to wait upon the directors of the Waterford and Limerick railway, to inquire whether they could, by possibility, offer to do the service at a lower rate than that at which they did offer to do it; and the directors of that company said they had entered into a minute calculation, and that the terms which they offered would be the actual cost of running a special night train; the figure they asked for the night train was 2 *s.* 3 *d.* a mile; they said that was the actual cost. The Committee will see by the returns, that that is half what has been paid to another railway company. The inhabitants of Waterford were under the impression that the postal communications of the south of Ireland were sacrificed in consequence of the large amount of postal revenue which was absorbed in the contract with the Great Southern and Western Railway, which I think absorbs 33,000 *l.* a year. Now, if that railway would carry the mails upon the same terms as the Waterford and Limerick offered to do it at, there would be a saving of 16,000 *l.* a year to the Post-office, which would more than give us all the facilities we want. They ought to be able to do it. We in Waterford were under the impression that the company we waited on had done the Post-office very great service in offering to take such a very low figure, because in any subsequent arbitration that would become a measure of what ought to be paid for similar service. We have an impression there that if the railway contracts were judiciously managed, it would give the Post-office a sufficient margin to afford this large district the facilities for which they ask, without at all putting the Post-office in the bankrupt position which Lord Canning represented it would do, for when we had an interview with Lord Canning, the only argument he resorted to was, that if he went to this outlay, which he stated would be 7,000 *l.*, but which we were under the impression would not be more than 3,000 *l.*, it would make the Irish Post-office bankrupt; that was the word he used. We, however, think that under a judicious arrangement with the company which absorbs so very large an amount, we could get the advantages we require.

304. Have you anything else to offer to the Committee upon that subject?—No; I can give the Post-office returns.

305. Mr. *Maguire.*] Will you describe how far this denial of transmission by railway affects the other towns you have mentioned?—I have done that already, except the internal communications between Dungarvan and Cappoquin, and Dungarvan and Lismore, but of which I am not able to speak of my own knowledge; I know them, however, to be in a very defective state.

306. Viscount *Monck.*] I think as far as the locality directly south of Waterford is concerned, the grievance you complain of is principally confined to the four towns of Tramore, Dunmore, Passage, and Woodstown?—Yes.

307. What is the character of those towns; are they important places?—Tramore is a bathing-place, which during the summer is very much resorted to by inhabitants from the interior, Clonmel, and county Tipperary, and their correspondence with their homes during the time is a matter of a great deal of importance to them.

308. Are any of them post towns properly so called?—I think Dunmore and Tramore are.

309. Are the others sub-offices?—I think Woodstown and Passage are sub-offices.

310. Are you certain that Dunmore and Tramore are post towns?—I am not sure that they are.

311. Is there any commercial correspondence between those places and Waterford?—The Waterford shipping notes are made up at Passage, and all the vessels are considered to be in the port of Waterford which arrive at Passage, so that Passage is to Waterford the same thing as Queenstown is to Cork, so that the arrival of vessels with Indian corn for Clonmel is, in fact, their arrival at Passage.

312. You stated with reference to the inconvenience to the merchants in Waterford from the late delivery of the Dublin day mail, and the early dispatch of the night mail, that they had not time to answer their letters; are you aware whether the merchants in Waterford have any arrangement with the post-office by means of which they get their letters at an earlier hour than the general delivery?—If they choose to have boxes at the post-office for their own convenience, they can get their letters, but that does not alleviate the general inconvenience; if a man chooses to pay a guinea a year for a box for getting his letters earlier, I do not think the post-office can take credit for that.

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313. Mr. *Maguire.*] That arrangement exists in every leading post-office in Ireland, I believe?—Yes.

314. Viscount *Monck.*] What is the distance from the post-office in Waterford to the majority of the merchants' places of business?—They all lie within probably a circuit of half a mile; perhaps not quite so much.

315. I do not understand you to complain of the period of the dispatch of mails from Waterford, as far as the times of arrival are concerned, to towns to the north of the Great Southern and Western Line, or to the south of the Limerick Junction Station?—Yes, I complain of that to the south of the Limerick Junction Station decidedly.

316. In what way?—Because all the letters experience a delay of eight hours between Waterford and Goold's Cross.

317. What time do they arrive at Goold's Cross?—Their arrival at Goold's Cross takes place, I think, a few minutes before 12.

318. They are conveyed from there by railway?—They are.

319. What time does that train arrive in Cork?—At half-past three in the morning.

320. Then surely it cannot make much difference, in point of time of delivery, when they travel at night?—The evil we complain of in Waterford is the early afternoon mail being dispatched at four o'clock instead of being dispatched at nine. It is not the time of their delivery at the place of destination that we complain of in Waterford, but the early dispatch from Waterford. If they went direct by train to the Junction they need not leave Waterford till half-past eight or nine, now they have to be posted at four.

321. That refers to letters south of Waterford towards Tramore?—It refers to all letters south of Goold's Cross—the whole of Munster; it takes in the whole of the correspondence with Munster, with the county of Waterford.

322. You may write letters in Waterford to the whole district up to four o'clock in the day?—You may.

323. Is not that the general hour at which business closes at merchants' offices?—If you look at the hours of dispatch from Dublin or Cork, you will see letters are posted to a much later hour.

324. But is the additional convenience worth the expense?—Certainly.

325. If merchants can write letters up to four o'clock in the day, do you think they can complain?—I think it is utterly preposterous to be sending mails by a one-horse car when you can send them by railway.

326. It is a question of expense?—Yes.

327. What is the last train that leaves Waterford for Clonmel?—Half-past five.

328. And the mail leaves at half-past four?—Yes. If a letter is posted in Waterford at four o'clock to go by the mail, it is not delivered in Clonmel until the next morning; if that letter is made into a parcel, and sent by the train which leaves Waterford at half-past five, it is delivered in Clonmel at seven.

329. Mr. *Liddell.*] According to your own showing, you could not possibly gain, by the existing arrangement, more than three quarters of an hour, at the outside, probably not more than half an hour, because you say the mail goes out at four, and the last train at half-past five; you must allow time for sorting the letters?—Why should the letters go out by that train?

330. You say it is the last train?—But the Post-office can put on a train, and I think the importance of the district, and the increase of correspondence from advancing education, demands a special train between two such places as Waterford and Limerick.

331. Viscount *Monck.*] With respect to the dispatch of letters from Waterford, which go by the 7.10 car, and reach Maryborough in time for the night mail train, I do not understand you to make any complaint about that?—No; except that it would be a saving to the Post-office to send those letters, if they had a special train, to the Limerick Junction from Waterford; they could save the expense of the car, which is 1,245 *l.* 17 *s.* 10 *d.* a year.

332. With reference to the delivery of letters in Clonmel, would a later dispatch from Waterford enable you to have your letters delivered earlier in Clonmel; the same night?—No, it would not.

333. Unless there were some new postal arrangement?—Yes; what we ask from the Post-office is, that they should give us something instead of the day mail which

which they took off which used to exist between Clonmel and Waterford; it seems very strange that they should take off the day mail between two such places as Clonmel and Waterford.

334. What are the postal arrangements under the old system between Clonmel and Waterford?—There was a mail coach that went from Waterford to Limerick through Clonmel; there was also a mail dispatched by Bianconi's car.

335. Can you state the hours?—I cannot state the hours; it occurred before I was residing in Waterford.

336. Was the coach the day mail?—The coach was the night mail; Bianconi's car was the day mail; and we think we are entitled to the same advantages now that we received then; if we got the special train I am speaking of at night, the Post-office would save three of the present modes of dispatch, indeed four; I think the present modes of dispatch are these; they have a coach from the Junction to Limerick which conveys the letters of that district; they have a car from Goold's Cross through Clonmel to Waterford; they have a car from Maryborough through Kilkenny to Waterford; and they have a car through Cashel to Cahir, which is on the line of railway; so that with the one train they would perform the duty which is now badly performed by those four conveyances: when I speak of badly performed, I think it is right that the Committee should understand that in the month of February there were six mails due at one time in Waterford, in consequence of the snow; though at the same time the trains were running. That caused the greatest inconvenience to the whole of the commercial public; and although we may regard that as an exceptional case, yet we ought to provide for those exceptional cases; because that lateness of letters might have produced bankruptcy and insolvency, owing to the non-arrival of funds leading to the protest of bills; certainty of the post is of immense importance to the mercantile community.

337. Mr. *Liddell.*] Do you happen to know whether at the time that inconvenience occurred with the cars, the railway was keeping its time?—It was; there was no mail in Waterford from the 8th of February until the 12th of February, and on the 10th of February I travelled by railway on both the lines.

338. Mr. *Grogan.*] During the week you refer to the railway communication was open?—It was.

339. Sir *S. Northcote.*] With regard to the car that goes from Waterford by way of Thomastown and Kilkenny, to Maryborough, does that car supply the communication with Thomastown and Kilkenny, and so forth?—It does.

340. Is any use made of the railway which goes from Kildare by Kilkenny, down to Waterford?—There is by day; there is a day mail which travels over it, but no night mail.

341. If that car, which you say might be dispensed with in the evening, were given up, in order to use the railway, Kilkenny and those other places would be deprived of their second post from Waterford?—There is a car from Kildare to Carlow, besides the car I speak of from Maryborough. Kilkenny is a station on the line, and we thought if that car was continued to Kilkenny it would not involve the Post-office in so much expense as they would save, and it would supply the wants of that district.

342. Then you would propose that the evening letters should go by railway from Waterford to the Limerick Junction; go up to Kildare, and then come down by car from Kildare through Carlow to Kilkenny?—Some arrangement of that kind.

343. Do you consider that making that allowance, there would be still a saving of 1,600 *l.* a year; you say, taking off the car from Waterford to Thomastown, and by Kilkenny to Maryborough, would save 1,600*l.* a year; is that the present expense?—The Post-office return is, that the car from Goold's Cross to Waterford costs 348*l.* 2*s.* 3*d.*; then there is a car from Waterford to Maryborough, which costs 1,245*l.* 17*s.* 10*d.*; then there is a coach from the Junction to Limerick, which, I believe, costs about 600*l.* a year; and also there is the car from Goold's Cross to Cahir.

344. But when you speak of the saving of 1,600 *l.*, that means taking off those two which cost 1,600 *l.*?—Four that cost considerably more than 2,000*l.*

345. Are you setting off against that, the putting on of the additional car from Kildare and Carlow to Kilkenny?—I calculate the total saving to the Post-office would be 2,000 *l.* a year; that would be a large sum towards paying the railway company for the night mail.

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346. Mr. *Fagan.*] You mean supposing the four cars were taken off?—Yes.

347. Sir *S. Northcote.*] When you said that Lord Canning calculated the expense as 7,000 *l.* a year, but that you calculated it at 3,000 *l.*, that meant that you took into consideration all the savings which would be effected, which he did not?—Yes; Lord Canning's argument to us was, and I believe Mr. Hill repeated the same to the Committee, that if the receipts of the district were equal to the expense, as a principle, the Post-office would adopt it. By the Post-office return, the receipts of Limerick in 1854 are nearly 7,000 *l.*, and the receipts of Waterford are over 3,000 *l.*, that is for the year, so that the two ends of the line would make the receipts over 10,000 *l.*; then there are all the receipts of all the towns which lie along the line to be added, which I estimate as being 5,000 *l.* at a moderate sum; that would amount to 15,000 *l.* The principle which the Post-office have laid down for their guidance is, that the expenditure of the district ought not to exceed the receipts of the district; I believe the total expenditure for the railway would be only about 7,000 *l.*, and out of that is to be taken the savings I have stated, so that on the principle the Post-office have laid down for themselves, they ought to give us the convenience we ask.

348. Mr. *Barrow.*] In the 7,000 *l.*, do you include the special night train, or do you mean that the special night train would be in addition to the 7,000 *l.*?—No; the price asked by the Waterford and Limerick Company for a special night train is 2 *s.* 3 *d.* a mile, which amounts to about 7,000 *l.*

349. Would that be included in the 7,000 *l.*?—It would; I may mention that in Waterford, the Waterford gentlemen acting upon the postal committee, were under the impression that if the Waterford and Limerick Company got the night mail, they would carry the day mail for a nominal sum, as is done in England, probably a penny a mile, and that they would allow the Post-office to send the mail bags by every train which goes during the day, because it is evident that the company has acted towards the Post-office with the greatest liberality; their conduct appears to me to form a noble contrast to all the other railway companies in Ireland, because they have offered to do the work for its actual cost.

350. Sir *S. Northcote.*] With regard to the wants of those small towns to the south-east of Waterford, their grievances appear to be, first of all, that their letters do not reach Waterford until the Clonmel mail is being dispatched; and, secondly, that the letters are sent to them before the Clonmel mail comes in in the morning?—Yes.

351. Might not those difficulties be met by altering slightly the time at which letters are sent from those small towns to Waterford, so as to enable them to come in before the Clonmel mail goes out; and, on the other hand, by altering the time at which the letters are sent to them in the morning?—I am afraid that would be putting them in a worse position than they are now, because it is a man who brings the letters in from Dunmore; and to meet the Clonmel mail, as it is done by a foot messenger, he would have to leave with the afternoon letters before the arrival of the morning letters.

352. Mr. *Liddell.*] What is the distance from Dunmore to Waterford?—About 12 miles.

353. You take that as the most distant town?—Yes.

354. Sir *S. Northcote.*] At what time do letters now leave Dunmore for Waterford?—I think at about three or half-past three o'clock; I do not know exactly; I did not ask that; but they arrive in Waterford at 6 p.m.

355. Those are carried by foot messengers, are they not?—I think from Dunmore they come by car; but from Passage and Woodstown they come by foot messengers.

356. From Tramore they come by railway?—They do.

357. Why should not Tramore send its letters in time?—I suppose if the Post-office arranged it they would do so, but the Tramore letters arrive in Waterford at five, and the mail car leaves at half-past four.

358. It would be easy to dispatch from Tramore half an hour earlier?—Yes; but there seems to be very little use in our applying to the Post-office; they appear to have stereotyped answers; I think I have a dozen answers precisely in the same words.

359. Has the circumstance of the letters lying in the receiving-house for so many hours at Waterford ever been brought before the notice of the Post-office?—I think so.

360. Has

360. Has any answer been given to it?—It has not been remedied. I know it has been a subject of newspaper comment, for the public were warned against putting their letters in, as they would remain there so long.

361. Mr. *F. Scully.*] What course does a letter take that is posted in Dunmore at half-past three in the afternoon before it is delivered in Clonmel?—It goes from Waterford to Maryborough by the car, which leaves Waterford at ten minutes after seven; it goes from Maryborough by train up to Dublin; it remains in Dublin until the dispatch of the day mail; it comes along the line to Goold's Cross, and it goes from Goold's Cross to Clonmel, arriving in Clonmel at three o'clock.

362. Mr. *Grogan.*] What length of time does it require to make that journey?—Twenty-one hours 15 minutes by the Post-office return in going from Waterford to Clonmel.

363. Do you mean to say that a letter posted in Dunmore at half-past three, or dispatched from Dunmore at half-past three, takes 21 hours some minutes to be delivered in Clonmel, a distance of 30 miles?—It takes 24 hours.

364. It goes from Dunmore to Waterford, from Waterford to Dublin, and from Dublin back again to Clonmel?—It does; and the correspondence between Tramore, which is about six miles from Waterford, and Kilmeaden, which is about five miles from Waterford, on the other side, occupies the same length of time.

365. Then to transmit a letter from one post town to another, the distance being 11 miles between the two, you have to travel a distance of how many miles?—I do not know whether they send those letters up to Dublin; I rather think that they do.

366. How many hours are occupied?—Twenty-four hours.

367. Before a letter can be delivered at a distance of 11 or 12 miles?—Yes.

368. You have alluded to the town of Tramore; that is a bathing-place in the South of Ireland, is it not?—It is.

369. Is it not rapidly increasing?—It is very much so.

370. How long has there been a railway opened to that place?—Not quite two years.

371. The railway, I presume, has greatly contributed to the increase of the town?—It has.

372. How long has the railway been the carrier of the letters?—Not much more than a year.

373. Previously to the opening of the railway how were the letters transmitted?—By car.

374. Do you know how many communications there were in a day?—One each way.

375. Is it the same at present?—Yes.

376. If a party who comes to this watering-place for health desires to write to Clonmel or Dublin, what time must intervene before he can get an answer to that letter?—If the letter is posted in Tramore at four o'clock on Friday, it will be delivered in Clonmel at three o'clock on Saturday. It comes in from Tramore to Waterford, then goes from Waterford up to Dublin, and comes down from Dublin to Clonmel, reaching Clonmel at three o'clock the next afternoon.

377. That is taking 23 hours to send a letter how many miles?—About 34 miles. Within a few months the dispatch of the mail from Waterford to Tramore has been delayed, so as to enable the reply to go through without any delay. A letter posted in Clonmel at night, in reply, would be delivered at Tramore about nine o'clock the next morning.

378. Then, from four o'clock on Friday afternoon till nine o'clock on Sunday morning will be consumed before an answer can be received to a letter sent from Tramore to Clonmel?—Yes; and the same length of time for a letter from Tramore to Waterford, which is only six miles.

379. Do you mean to say, that though there is a railway running from Tramore to Waterford, obtaining an answer to a letter posted at Tramore will consume that time?—Yes, unless the gentleman keeps a box at the post-office; but, in the ordinary delivery of the post, a letter posted in Tramore at four o'clock on Friday evening will not bring a reply from Waterford until nine o'clock on Sunday morning.

380. You said that must occur unless the gentleman keep a box at the post-office;

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office; for that purpose he must pay the post-office a guinea a year?—He must; in addition to paying the postage stamps he has to pay the post-office that amount for the box, and to send a messenger for his letters besides. That used to be the perquisite of the postmaster for conveniencing the public, but I understand, by a recent arrangement, that money now goes to the Post-office revenue.

381. Do you know what the salary of the postmaster in Waterford is?—I do not.

382. If a letter from Dublin, sent by the night mail, is dispatched on Friday evening at half-past seven, at what time will it reach Tramore?—It will reach Tramore about nine o'clock the next morning.

383. Would the party at Tramore be able to reply to that letter by return of post?—He would, the letter leaving Tramore at four o'clock that evening. As regards our Dublin communication we do not complain so much; what we complain of is our internal communication between Waterford and the various places in the south of Ireland.

384. Take, for example, the case of a letter from Limerick?—A letter for Dunmore, which is another bathing-place on the Suir, leaving Limerick at 11 o'clock on Friday evening, will not be delivered in Dunmore until about 10 o'clock on Sunday; then the reply to that letter will not reach Limerick until Tuesday; it comes into Waterford at eight o'clock on Saturday morning; the Dunmore mail has been dispatched previous to its arrival in Waterford, and it remains in Waterford until the next day; then the reply, which is posted in Dunmore, comes into Waterford at six o'clock, and remains in Waterford until the next day.

385. Between the dispatch of the letter and the delivery of the answer in Limerick, how many hours intervene?—Eighty hours, I think, it takes for a letter and reply between Dunmore and Limerick.

386. You have already informed the Committee that from Tramore to Waterford there is a railway opened and constant communication by trains?—Eight times a day each way.

387. From Dunmore to Waterford, is that a distance of 12 miles?—Yes.

388. A question was put to you by an Honourable Member on the other side with reference to the hour at which the last railway train left Waterford for Clonmel, and you stated it was at half-past 5?—Yes.

389. You also stated that the offers of the directors of that company to the Post-office had been of a liberal character, as you understood?—Yes.

390. Has the subject of making the railway the means of the carriage of letters been much discussed in the town of Waterford?—It has.

391. Are the principal directors of the railway resident in Waterford?—There are three or four of them resident in Waterford.

392. On what do you base your opinion, that if this question of postal communication were taken up by the Post-office with a view to the employment of the railway, the railway company would meet them in a liberal spirit?—Because they have offered to run a special night train at a lower mileage rate than any other railway in Ireland.

393. What is that rate?—Two shillings and three-pence a mile.

394. Have you any reason to doubt that in that spirit the directors of that company would put on a train which would fully meet the commercial wants of Waterford; that if an arrangement were made with them for it they would accept the offer?—The company has never paid a dividend to its shareholders, and it cannot afford to run any train at an expense out of pocket; but in offering to run a train at the actual cost out of pocket for the Post-office, I think the shareholders have offered the public as much as the public have a right to expect.

395. Would it, as far as you know, be a practical inconvenience or loss to the company to alter the hour of departure from half-past 5 to half-past 6, for instance?—I should think it would.

396. Then you think that the hour at which the last train from Waterford is now dispatched could not be conveniently altered till half-past 6?—I think not without loss of revenue to the company; and if it were altered, unless we got a return train in sufficient time, the later train one way would be of very little use to us. The way in which we are circumstanced is this: the up and the down trains, that is the train from Cork up to Dublin, and the train from Dublin down to Cork, overlap at the Junction at 12 o'clock at night; they meet there. If there was

was a train from Waterford to Limerick which would reach it at that hour, all our letters would go by that train to Limerick, and the return train would bring back the replies. If you look at the map you will see that if the mails arrived so early at Waterford, it would be a great advantage not only to Waterford but to New Ross and Wexford to attach them to Waterford.

397. Is there much postal communication and correspondence between Waterford and New Ross?—There is a great deal.

398. I suppose the mail from Waterford to Wexford passes along the line you have just described, through the town of Ross?—It is taken off at Thomastown; the car that brings our Dublin letters to Waterford passes through Thomastown, and the mails are taken off at Thomastown to reach Ross and Wexford.

399. Then the mail goes from Waterford direct to Thomastown?—The letters from Waterford to Ross travel an angle; they go up by car from Waterford to Thomastown, and come down to Ross.

400. At what time is that car dispatched from Waterford?—At 7 o'clock in the evening.

401. At what time does it arrive in the morning?—It reaches Waterford at 5 o'clock in the morning.

402. Mr. *Wilson.*] At what time are the letters delivered in Waterford?—The delivery of the Dublin letters commences at 7, and terminates at 9; and the delivery of the second mail commences about 9, and terminates about 11; that is the Cork, Clonmel, and Limerick mails.

403. Mr. *Grogan.*] Dunmore is both a shipping port, I think, and a bathing-place?—Vessels do not lie much at Dunmore, but at Passage.

404. At what time is the mail which leaves Dublin at night, and which, with the mail from Wexford, reaches Waterford at five o'clock in the morning, dispatched on to Dunmore and Passage?—At eight o'clock in the morning.

405. One of the objects of the gentlemen interested in these postal arrangements of Waterford appears to be that their mails from Waterford towards Limerick, and so on, should meet the mail trains at 12 o'clock at night at the junction where the Cork line crosses the Waterford line?—Yes; we think we ought to get that, and that we should get a day mail in addition.

406. In the case of the night mail going to Dublin, if the Post-office arranged with the railway company for the carriage of the mails, at what hour would it be necessary to dispatch the train from Waterford, in order to reach the junction at 12?—From half-past 8 to 9.

407. Mr. *Barrow.*] How many deliveries are there in Waterford in a day?—Three.

408. Would your arrangements, then, have the effect of consolidating the two morning deliveries?—Decidedly; they would both arrive at 3 o'clock in the morning, and would be delivered between 7 and 9.

409. Mr. *Wilson.*] When you speak of 2*s.* 3*d.* a mile, is that for the single mail, or is it for the return mail also?—The single mile.

410. The single mail each way?—Yes; the Post-office is now paying the Great Southern and Western 4*s.* 6*d.* a mile each way.

411. At what hours do the trains start now for the passenger conveyance?—The latest is half-past 5; there have been some changes this month, I believe. I will refer to the time-table. (*The Witness referred to the same.*) I find the hours are 6 o'clock in the morning, from Waterford, 10 in the forenoon, 3 in the afternoon, and 5.40 in the afternoon. The 5.40 train only goes as far as Clonmel.

412. What is the hour of the latest train through the Limerick Junction?—That is 3 o'clock in the afternoon.

413. Mr. *Liddell.*] You have stated your chief complaints are of the internal communications; that the communications with Dublin you are tolerably well content with; is not by far the most important, and the largest portion of your correspondence carried on with Dublin?—It is.

414. Have you any means of ascertaining what the relative proportion of the internal correspondence is, compared with that of the Dublin?—I have no means of ascertaining that; there is no return published which gives that. But, in reply to a motion made by Mr. Scully, the Post-office are making a return, in which our correspondence with Dublin will necessarily appear greatly swelled, because all the letters from Waterford, and all the district letters too, which arrive in Waterford after the legitimate mail by which they should go has been

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dispatched, are put into the Dublin correspondence, and all those letters are sent up to Dublin from Waterford, though they are only for Clonmel and Limerick, and they have to come down the next day; but they will not appear in the return as Clonmel correspondence, but will appear as Dublin correspondence.

415. Mr. *Grogan.*] Are the Committee to understand that if a matter of important business should occur in Waterford, requiring correspondence with Clonmel, a letter sent as a parcel by railway, or by a messenger sent specially, could communicate the intelligence much earlier than could be done by the ordinary mail?—Yes. I do not know whether the honourable Member was present when I stated that, in order to meet the commercial wants of the district, the Waterford and Limerick Railway Company have established a three-penny parcel post, by which they are carrying parcels under a quarter of a pound weight for the sum of 3 *d.*, delivering them at the residences of the parties to whom they are addressed.

416. Mr. *Wilson.*] To what places are you referring?—From Waterford to Clonmel, for instance, we can send a letter as a parcel at 3 *d.*; it applies to all towns on the line; they will carry a letter for 3 *d.* as a parcel, or a parcel under a quarter of a pound, and deliver it at the address of the party for 3 *d.* That can be done by any of their trains; and the commercial public are using that mode of communication extensively. They can send up by one train to Clonmel and get back a reply by the return train.

417. Of course if they had a night mail it would still be a convenient means of communication to send parcels or letters by the day train to short distances like Clonmel, and receive answers the same day by train, which you could do earlier than by post under any arrangement?—Yes; I have reason to believe that if the Waterford and Limerick Company got the night mail, they would allow the Post-office to send the bags by every train of theirs at a nominal price, such as is paid in England.

418. Mr. *Barrow.*] That would involve several deliveries in the course of the day, would it not?—The commercial public would probably send to the post-office after each arrival. Even if it was but one delivery in a day, it would be a great improvement upon the present system.

419. Mr. *Wilson.*] You say that if the Post-office would adopt the terms of the railway for a night train, the railway company would allow the Post-office to send letters by the day trains?—I am not authorised to say so, but it is my belief that they would. I am not a director, or in any way connected with them, but from conversations I have had, and inquiries I have made, it is my belief that they would do so, and my impression is that they would do it for a penny a mile.

420. Provided the Post-office would use the railway at night?—Yes.

421. Is there any reason why the company should not afford that accommodation during the day now, at such a rate as would remunerate them?—The question is what will remunerate them. If they are receiving a sum of money from the Post-office as a consideration, they will give the Post-office certain advantages. I do not think the Post-office can expect to get those advantages without something like a co-operation upon their part.

422. Did you not say that the railway company have offered to carry the night mail at the prime cost of the mail?—Yes.

423. If they charge nothing for the night mail but the prime cost, the exact cost to themselves, how should that form an inducement to them to carry the letters by day at a lower rate than they are now willing to do?—I do not think you will find any English company that will do differently from what they propose. As to how they can make it pay, I am not prepared to give evidence; but I think you will not find any English company that will allow its line to be used for a nominal rate, unless there be some corresponding advantage.

424. But I understood you to say that the company were exceedingly anxious to afford the community all the convenience they could with regard to the transmission of the letters?—Yes.

425. If that be so, why does not the company now afford that convenience to the Post-office by day which they would be willing to do if the Post-office were to enter into an arrangement which would produce no profit by night?—If I understand the matter properly, from the correspondence which has taken place, the Waterford and Limerick Company proposed to send a luggage train at night attached to the engine which carried the mail, which would be some advantage to them. But have the Post-office done their part towards the public, and

and asked the company to do that? I do believe the company would do that; but the company are not to be expected to come forward and make the offer. It is the duty of the Post-office to watch over the interests of the public; but have they ever asked the company to do it?

426. Mr. *Grogan.*] The present sum paid for the conveyance of the day mail is a matter of arrangement between the company and the Post-office? —Yes.

427. Not by arbitration?—By mutual agreement.

428. Has the proposal you are now referring to ever been brought under the consideration of the Post-office by the company?—I do not think it has ever been brought under the consideration of the company by the Post-office. I think it is the Post-office which should take the initiative.

429. Several railways converge in Waterford?—There are three railways: the Tramore, the Kilkenny, and the Limerick.

430. Is it in contemplation by the merchants of Waterford to establish a southern steamboat communication with Milford?—I understand that boats will be put on in two months.

431. With a view of meeting the communication with London by railway? —Yes.

432. In the case of a traveller leaving London with important intelligence, and arriving at Waterford, and proceeding by rail to Limerick, by how many hours would he anticipate the ordinary delivery of letters by the Post-office?— Until one sees the arrangements that are made one cannot tell. He would reach Limerick several hours sooner, no doubt; but the number of hours as compared with the mail I am not prepared to say, because all the night mails are delayed in Dublin. The mails which arrive in Dublin at eleven o'clock in the forenoon are not dispatched from Dublin till half-past seven in the evening.

433. Have any complaints been made from those places south of Waterford, as to the hours at which they receive their letters in the morning, or the time at which they are obliged to be dispatched in the evening?—I believe there have been; I know from the town of Bonmahon, and from the district of Kilmacthomas, there have been remonstrances. Bonmahon is the seat of some mining companies.

434. It is an extensive mining district, is it not?—It is an extensive mining district, and the correspondence with it is in the most insecure way. I know in my communications with Bonmahon, there is hardly a week in which I have not complaints with reference to delay and disappointment in the receipt of letters.

435. Mr. *Maguire.*] If you wish to post a letter for the city of Cork, at what time must you post it?—Before four o'clock.

436. Is there not a very extensive commercial correspondence between Cork and Waterford?—There is.

437. Do the merchants of Waterford experience great inconvenience from the early hour at which they are obliged to answer letters from Cork?—They do; and that grievance is increased by the fact that the Liverpool letters arrive in Waterford a very short time before the Cork mail is dispatched; there is a great hurry to receive the letters from Liverpool, in order to write to Cork the same day, from the early hour of dispatch.

438. A merchant writing from Cork, to his correspondent at Waterford, I believe has up to eight or nine o'clock to post his letter?—Yes.

439. Would it not be a great advantage to the commercial community to extend it from four to six?—Yes; at present, there is the greatest inconvenience. A vessel, for instance, with Indian corn, arriving at Passage for orders, the chances are ten to one that the information of her arrival does not reach Waterford until after the Cork mail has gone out, so that the correspondence either with Cork or Limerick is greatly inconvenienced in consequence; or, *vice versâ*, suppose a vessel arrives at Queenstown, and she is advised from Cork, from the late hour at which the letter reaches Waterford the merchant cannot write to Liverpool with regard to her in the ordinary course, unless he gives up all other business to attend to this particular thing in time for the post.

440. At what time, from Cork, does the letter reach Waterford; is it not delivered at eight or nine o'clock in the morning?—The delivery commences at nine and terminates at 11; and the day mail, that would carry the information to Liverpool, closes at a quarter before 11.

441. Are you aware that at Cork a vast deal of commercial busines is transacted

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acted between the hours of three, and five or six in the afternoon?—I believe the bulk of their business, because their Liverpool letters reach Cork about three o'clock; and all their business consequent upon advices as to the markets in Liverpool is generally pending until they have received their letters, or get telegraphic information.

442. I believe you are aware of the fact that English, the Dublin letters, and I believe the Waterford letters, are not delivered into the hands of merchants at Cork until about four, or half-past four in the day, from the Dublin mail which arrives at three?—Yes, but any letter from Waterford by that mail must have been posted between four and six o'clock the previous evening, and gone up to Dublin.

443. Then there is a vast amount of correspondence transacted between the arrival of that mail in the city of Cork and a late hour at night?—There is.

444. So that there is every convenience offered to the Cork merchant, while there is none offered to the Waterford merchant?—That is precisely so. If our mail were extended to half-past eight it would be giving the merchants in Waterford the same advantage that the Cork merchants now have.

445. Do you know of any instance in Ireland where the Post-office has not been entirely guided by the consideration of the receipts being equal to the expenditure, but where they have given facilities to the local public on the ground solely of public convenience?—My idea is, that the total receipts of the line from Cork to the Limerick Junction are not equal to the expense which the Post-office is going to in sending the mails; that is a matter of opinion; but they are paying 4*s.* 6*d.* a mile for the night mail, and 1*s.* a mile for the day mail. The receipts of the Cork post-office in itself are not so much as the aggregate of Limerick and Waterford together. Take the case of Belfast and Ballymena, a small town in the north of Ireland; the railway is not a trunk line at all. The Post-office have given that town the dispatch of the mail by train, paying 3*s.* 7¾*d.* a mile for it, and that train is a day train which leaves Belfast at 4.15, and arrives at Ballymena at 6.30; they are giving that convenience to a town like that at 3*s.* 7¾*d.* a mile, while they refuse to give Limerick and Waterford the advantage that has been offered.

446. So that the Post-office is not always governed by the arbitrary rule of receipts and expenditure which they have endeavoured to set up against you in the present instance?—I think they should have given up the whole of the Irish Post-office if they are governed by that; because in the year 1853 the receipts were less than the expenditure; judging by that, therefore, they should have given up the whole postal communication of Ireland.

447. Mr. *F. Scully.*] I asked you a question with respect to the conveyance of letters from Dunmore and Tramore to other places south of the Limerick Junction; I presume the same rule would apply to the sub-post from Cashel?—Exactly the same.

448. Mr. *Maguire.*] Is there any posting in Waterford for the south of Ireland, for the city of Cork, for example, after four o'clock in the evening?—Letters addressed to Cork, posted between four and half-past six, are sent up to Dublin, and come down by the Dublin day mail the next day for delivery in Cork.

449. Therefore they are not delivered in Cork until four or half-past four the next day?—No.

450. Whereas, they would be delivered in the morning at eight or nine o'clock if the merchants had the same facilities in Waterford for posting as the merchants in Cork have?—Yes.

451. They would arrive in Cork the next morning and be delivered at eight or nine o'clock?—They would.

452. And the merchant would have the whole day to answer them?—He would; and the reply would be in Waterford the next day.

453. Mr. *Wilson.*] You mentioned the communication between Belfast and Ballymena, did you not?—Yes.

454. You said that the rate paid by the Post-office to the railway was 3*s.* 7*d.*?—3*s.* 7¾*d.* I said that from a document printed by order of the House of Commons, on the 11th of August 1854, which states that they are paying 3*s.* 7¾*d.* for the 4.35 and the 7.35 trains. Now, on referring to Bradshaw, I find that the 4.35 train leaves Belfast at 4.35 in the afternoon. It is not a night

night train, and it reaches Ballymena at 6.15 the same evening. The return train leaves Ballymena at 7.35 in the morning, and arrives at Belfast at 9.20.

455. Does that return state 3*s.* 7½*d.* as the sum paid?—This return states 3*s.* 7½*d.* for the 4.35 and the 7.35 trains. Then there is Londonderry and Strabane, which has another train.

456. Have you not got the wrong return?—"Belfast and Ballymena, 1853." 3*s.* 7½*d.* for the 4.35 and the 7.35 trains.

457. Just look again, and see if that is per mile?—"Rate per mile" is at the head of the column.

458. For each service?—For each service.

459. That is for the whole day; it is not for each mile run?—I can only speak from the document before me. The column is headed "Rate per mile."

460. Mr. *H. Herbert.*] You stated that a letter put into the receiving-house at 11 o'clock in the day does not arrive at the post-office until after the Clonmel mail has gone. I hold in my hand a paper which has been circulated, and which you doubtless know pretty well by heart; but I do not find that grievance stated here; may I ask if a representation of that which appears to be an undoubted grievance, has been made to the Post-office; and if so, has any answer been received on the subject; I now allude strictly to the point of the delay which takes place between the receiving-house and the post-office?—I know that a communication has taken place with the postmaster; but whether a communication has been made to the Postmaster-general I do not know. I had a conversation with the postmaster on the subject, as secretary to the Postal Committee, to know why it was not remedied.

461. With the postmaster at Waterford?—Yes.

462. You cannot state whether there has been any representation made to head quarters upon that subject?—I cannot.

463. Mr. *Fagan.*] Is this correspondence which you spoke of as carried by trains, independent of the post-office, at a charge of 3*d.* a parcel, a large correspondence?—I think it is only within three months that the railway company have tried it; I do not know to what extent it has reached, but it is availed of a good deal, and I have no doubt will almost entirely supersede the mails if it should go on.

464. Is it an increasing correspondence?—It is.

465. Would that mode of conveyance be done away with if the arrangement which you propose now were adopted?—Yes, the revenue would come into the Post-office instead of being diverted as it is now; there is no way of judging of the amount of the correspondence of those districts, because we have no facilities afforded for developing it.

466. Viscount *Monck.*] What mode have you of judging of the correspondence to which you have just alluded, by railway?—From communication with parties connected with the railway; I made the inquiry, and they said it was an increasing correspondence, but they considered they had not yet fully tested it.

467. Did they give you any idea of what the amount of daily correspondence or weekly correspondence was?—I did not ask.

468. Mr. *H. Herbert.*] Can you state to the Committee whether in any district with which you are acquainted, cars for the conveyance of the mail, going at a low rate of speed, have been substituted for conveyances which went much faster?—The one horse car which is at present used is substituted for a mail coach.

469. Has that been done in many instances?—Almost invariably. We had the night mails conveyed by coach from Waterford to Limerick: now those mails are conveyed by one-horse car, by a circuitous route up to Goold's Cross.

470. Do those cars go at an inferior rate in comparison with the coaches you formerly had?—I think they travel five miles an hour.

471. Mr. *Grogan.*] Is there any guard in charge of the mails in those cars?—No.

472. Merely the driver?—That is all.

473. He has to take charge of the mails as well as drive the car?—Yes; and he has to carry the mails upon his back when a horse dies under the car by reason of the snow.

474. Did you know Waterford previous to the establishment of the railways, when the ordinary four-horse mail ran?—I did.

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475. Was the accommodation to the merchants then better than it is now?—Vastly superior; there is one thing which I think parties take very much into consideration; they had an opportunity then of travelling by night in a well appointed coach, whereas now the idea of a merchant, who wants to go up to Dublin, travelling by night in a one-horse car, that goes jogging along at five miles an hour, is preposterous.

476. Mr. *H. Herbert.*] Is it the province of the Post-office to find a good and speedy mode of communication for the mails without reference to passengers?—I think they are bound to adopt the best within their power.

477. Mr. *De Vere.*] The Committee have heard a good deal from you about the deficiencies of postal communication between Clonmel and Waterford and the Limerick Junction; are you aware whether there is any inconvenience resulting from the want of communication by rail between Limerick and the Junction?—I think to the county of Limerick and the county of Clare there is a very great inconvenience experienced, because the mails are necessarily delayed.

478. Explain how, if you please?—By being forwarded by coach from the Junction, instead of going by railway, they arrive in Limerick considerably later than they otherwise would do, and for all the sub-posts which depend upon Limerick, and which would take in County Clare and County Limerick, the mails are delayed.

479. The posts for the northern parts of the county of Kerry are transmitted from Limerick, and not from Mallow?—I thought they were transmitted from Mallow; I have not any information upon that subject; I do not know much of that railway.

Mr. *Joseph Malcomson*, called in; and Examined.

Mr. *J. Malcomson.*

480. *Chairman.*] YOU are, I believe, proprietor of the factory at Portlaw?—Yes.

481. You reside at Portlaw?—I reside at Portlaw.

482. You are also, I believe, one of the principals of the Steamship Building Company in Waterford?—I am, as a principal shareholder in the Waterford Steam Company. That concern belongs to the Waterford Steam Company, and I am connected with that concern.

483. Are you also extensively concerned in steam-vessels from Waterford, and from many other places?—I am.

484. What is your experience of the present arrangements of the Post-office as affecting trade and business generally at Waterford?—I consider the postal arrangements of our districts exceedingly deficient in many respects. In the first place, the conveyance of the mail is exceedingly defective. We have the worst description of one-horse car to convey our mails from Portlaw, I should say, to be had in the county; the worst horse that will go, the most inferior driver or care-taker of the car, and I believe the speed is not certainly more than five Irish miles an hour. It is only what I have learned from Bianconi's man. I do not know what his contract is, but I know he very seldom goes more.

485. Is not that even better than some modes of conveyance which are employed?—We have foot conveyance for our day mail to Portlaw.

486. From where?—It is taken up now at Mullinavat.

487. That is a station, I believe, on the Waterford and Kilkenny Railway?—Yes.

488. What is the distance from Mullinavat to Portlaw?—It is about 10 miles.

489. What time does this foot messenger occupy in making that journey?—Fully three hours.

490. That is when weather permits, I suppose?—Yes.

491. At what hour do you receive the letters at Portlaw?—A little after four. I believe the mail is due at Mullinavat about one; but it is a little after four when it is received.

492. Does that messenger also bring the bags to Piltown and Carrick-on-Suir?—He also brings the bags to Piltown and Carrick-on-Suir; the mail is divided at the bridge of Faddown; it is there separated.

493. You

493. You have heard Mr. Fisher's statement with regard to the postal arrangements between Waterford and Clonmel; you have a good deal of connexion with Clonmel, I believe?—I have a good deal; I have an establishment there.

494. Will you state whether those arrangements are convenient or inconvenient?—I consider the postal arrangements between Clonmel and Waterford, which is the most important place in connexion with the trade of Clonmel, have been very much deteriorated since the introduction of the penny postage.

495. You mean not exactly, perhaps, on account of the penny postage, but since the establishment of the railway?—Since railways have been established.

496. You had two mails, I believe, in 1844, between Waterford and Clonmel, or previous to the railway?—We had. I will not say exactly previous to the railway, but I believe it was so; I cannot speak to the date; but we had in the olden times a 4-horse coach, which left Clonmel in the morning and returned again in the evening; then we had an evening mail from Clonmel, which brought the reply in the evening by Bianconi's car.

497. So that you could have, in Waterford or Clonmel, a reply the same day to a letter written from either place?—Yes, from either place.

498. How is it now?—I do not know how it is; I do not write by post one letter for five I used to do; I send them by private conveyances backwards and forwards.

499. You have occasion to write as many letters now as you had before?—Yes.

500. Mr. *Liddell.*] Speaking generally, from your experience, is it your opinion that if more facilities were afforded the number of letters would be very much increased?—I have no doubt greatly increased.

501. *Chairman.*] Have you found that the present mode of transmitting correspondence has been a very serious loss or damage to commercial men?—No doubt the most serious loss arises from the circumstance that from the description of conveyance we are constantly obliged to divide our remittances to Dublin, and are constantly disappointed in their transmission.

502. Viscount *Monck.*] Do you mean that you have lost money so transmitted?—No, we have not lost money, but we have lost time; we have no security from the Post-office; and if we have a large amount of money to be sent in charge of the most inferior person that can be selected, it is for our own security that we divide the remittances.

503. *Chairman.*] To lessen the risk?—To lessen the risk.

504. Are you acquainted with the postal communication between Carrick and Clonmel?—There is very little postal communication now because of the time it occupies; people would hardly think of writing by the post from Carrick to Clonmel, I should say.

505. What is the distance between those two towns?—Ten miles.

506. In what time may an answer be expected to a letter written from Clonmel to Carrick?—The mail leaves Carrick at a late hour in the evening, so late that it is not delivered by the post-office authorities in Clonmel that night; the return mail is very early in the morning; I have not the particular time.

507. Then, in fact, the postal communication between those towns which are only 10 miles apart, the railway running between them, is so inconvenient and tedious that your practice is to abandon that kind of communication altogether?—For anything of importance no one would think of writing by post.

508. You would send a special messenger?—Send a special messenger, or send it by railway.

509. Have you any idea of the extent to which the communication by railway parcel has been availed of?—I have not; it has only lately been established.

510. Mr. *Maguire.*] Do you ever use that mode of communication?—Yes; we are situate three miles from the railway, and we send over our parcels there; we send them backwards and forwards as they are, and we get remittances of half notes and so on by railway.

511. Mr. *Fagan.*] I understood you to say for every five letters you write, you do not send more than one by post?—That is just a guess.

512. But in case of those arrangements which have been proposed by the last witness being carried out, you would be a regular correspondent by post?—Decidedly.

513. *Chairman.*] Do you consider it would be a very great advantage to

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Waterford and Clonmel, and Carrick, and all the other towns connected with the railway, if the mails were transmitted by railway, instead of by the present mode of conveyance?—I think it would; I think it would greatly improve the commercial relations of those towns; they are in a very much worse condition than they were.

514. Do you think, besides improving the commercial relations of those towns, or the commercial transactions, it would not diminish the revenue of the Post-office?—Decidedly increase it.

515. By the increase of letters?—I should think so.

516. Sir *S. Northcote.*] When you say increase, do you mean increase the net revenue or the gross revenue?—I cannot say whether it would compensate for the increased expense, but I certainly feel that it would be much greater contrasted with what we are doing at present.

517. Mr. *H. Herbert.*] Are we to understand you that there has been a general system of this substitution of cheap and nasty conveyances for efficient ones, which formerly existed in the district?—I am under the impression that there has, but I cannot speak of more than my own district. It is my own impression that it is so.

518. Viscount *Monck.*] Is it not an almost necessary consequence of establishing railway postal communication at considerable expense on leading lines, that in order to make the Post-office self-supporting, the expense of smaller subordinate transmissions should be economised as much as possible; if, for instance, instead of a four-horse coach you pay for a railway which costs considerably more, on the main lines, you must in some way or other economise on the smaller deliveries, in order to keep the expenditure of the Post-office within those limits?—Of course the duty of the trunk line is more important and is more expensive; but I take a very different view of the expense of the Great Southern and Western. I consider the charge of the Great Southern and Western is moderate, inasmuch as it has hung up six four-horse coaches for the Post-office.

519. Mr. *Grogan.*] Do you consider the Post-office a source of revenue or a source of public convenience and security for the transmission of letters?—I consider the Post-office should be devoted to public convenience before it is to be adopted as a source of revenue. It is a neutral tax, and I think it should be neutral revenue until it can afford it.

520. Mr. *Barrow.*] You do not mean that the general taxpayer should pay for the carriage of other people's letters?—My impression is, that if the Post-office were abandoned by the Government, it would be done more satisfactorily by the public.

521. *Chairman.*] You speak of Ireland now, of course?—I take the country as a whole.

522. Mr. *Grogan.*] Your impression is, that notwithstanding the substitution of railways, which afford such increased facilities for the transmission of mails, the actual postal accommodation has deteriorated from what it was previous to the introduction of railways into the country?—It has been so immediately in our district. I consider it is very much from the cheeseparing of the Post-office.

523. It has deteriorated in point of time?—It has deteriorated in point of time.

524. And of accommodation?—And of accommodation.

525. And in security?—In point of security, it has decidedly deteriorated. In point of time, I suppose they can compensate for the loss of time by the speed of the trunk line.

526. Has it occurred within your knowledge, as concerned in business, that any letters conveying money have been lost at any time?—No, we have been so fortunate as to escape that. Money letters we generally send as registered letters.

527. For that there is no extra charge upon the public?—Yes.

528. Do you feel that that extra charge is imposed upon you by reason of the present insecurity in the transmission of letters?—No, we did it for the purpose of being able to trace them if lost. We think it attaches an increased responsibility upon the officers.

529. In

529. In the event of a money letter being lost at the Post-office, what is the remedy you have with the Post-office?—I am not advised that we have any.

530. Practically the Post-office take the entire charge of the letter, but they do not give you, as a commercial man, without an extra payment, that security which you, as a commercial man, think you are entitled to receive?—I rather think we have no security by registration either beyond tracing the letters from hand to hand.

531. The question of expense has been mentioned to you; have you any doubt that if the rate of postage had not been reduced so enormously as down to a penny, there would have been a most ample fund to meet all the exigencies of the public at large for postal purposes?—Take the country as a whole, I should say a twopenny postage would have given us everything.

532. It would have afforded most ample means for supplying you with all the accommodation you desire?—Yes.

533. Consequently, the fault of endeavouring to starve the service in Ireland, in order to reduce the expenditure within the limits which they themselves have taken as the lowest scale, rests with the Post-office?—I think it rests with them.

534. Viscount *Monck.*] With regard to the question of security in the transmission of remittances, supposing they were sent by railway, would you feel the same sort of security that they would be delivered as if sent by car?—Yes.

535. Have you ever heard of a case in which money or letters were lost in consequence of being sent by car?—I cannot speak exactly to any case, but I think it is very natural to suppose so; I think it is common sense to suppose so.

536. But from experience, if you find the letters delivered as safely by car as by railway, I do not see why you should complain?—You can draw that inference.

537. Mr. *De Vere.*] Have you heard of any case in your neighbourhood in which a car was upset, and the mail bags were left inside the fence of the road?—I have.

538. Viscount *Monck.*] Within what time; within the last year?—Perhaps not so long, and perhaps more than a year; but we had an instance at the time of the snow at Portlaw, which might have been seriously inconvenient, of the stoppage of the post entirely, by the incompetency of the conveyance, and we had at the time 14,000 *l.* bankers' cheques and securities, which though we might not have lost ultimately, might have placed us in a position of very great inconvenience, being lodged in the post-office at Portland for the night; we had to send it on next day.

539. Last winter was an unusually severe winter?—But the roads were all open, and the moment we found that, we sent off a private conveyance with it.

540. Mr. *F. Scully.*] Were the trains running at the time?—The trains were never stopped on the Waterford and Limerick Railway.

541. You have a foot messenger now; but before the recent changes in the carriage of mails, had you any foot messenger?—We had no second mail to Waterford till lately, and therefore we did not require him. We had no Dublin second mail.

542. But you had two mails between Waterford and Clonmel before?—Yes.

543. Mr. *Grogan.*] Do you know what payment is made to these foot messengers?—Five shillings a week and 4 *s.* 7 *d.*

544. Then the post bag containing your letters and banker's drafts to the amount of 14,000 *l.* is carried on a man's back for about 10 *d.* a day?—Yes.

545. If you had not taken the precaution of sending by your own special messenger, would not a stoppage have occurred?—Yes.

546. The Post-office arrangements would have necessitated that stoppage, unless you had taken your own precaution to the contrary?—Yes.

547. What is the distance which the foot messenger goes?—From 10 to 11 miles.

548. Mr. *F. Scully.*] What is the average price of labour in that district now?—We are paying about 7 *s.* a week.

549. Sir *S. Northcote.*] What class of man is this who takes the work at 5 *s.* a week, while the ordinary wages of the district are 7 *s.*?—He is little better than an old woman, I believe.

550. Mr. *Liddell.*] What is the distance that this man performs per day?—

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The first is dispatched from Carrick-on-Suir. Speaking of wages, it is a boy that we dispatch; the boy carries the mail from Portlaw to meet this mail; they each meet a third footman, who proceeds with it to Mullinavat. We applied to the Post-office, and have made more than one application to the Post-office to give us something to pay for sending a car with these letters.

551. What is the distance that this foot messenger, who receives as his salary 5*s.* a week, travels per day?—He goes to Fiddown.

552. What is the distance there?—It is four miles from Portlaw.

553. That is what he does for 5*s.* a week?—That he does for 5*s.* a week, and returns with the letters.

554. Mr. *Grogan.*] From Fiddown to Mullinavat is how far?—Six to seven miles.

555. Do you know what a messenger gets for that?—I do not know; I suppose something like 1*s.* a day.

556. Is he a strong healthy man, or the same as the man you have described?—No; they are generally men that can do nothing else.

557. It is your impression that the foot messengers who carry the post in the way you have described, are men who are practically past labour for the general labour of the country?—Yes.

558. And that they accept this wretched remuneration merely because they are not better employed?—Yes; they may consider it more healthy to be out in the air; the boy that brings our mail was a boy who was in bad health, and we got him the appointment; we recommended him to the post-office and they appointed him.

559. *Chairman.*] Has he improved in health?—Yes.

560. Mr. *Grogan.*] Does that form an element in the consideration of his salary?—We have nothing to do with that.

561. Sir *S. Northcote.*] Is there much competition for these postal places; are people anxious to get them?—Lord Besborough has the appointment.

562. Are you frequently asked by people to try to get them?—No; Lord Besborough has the patronage.

563. *Chairman.*] Then this particular postal service is not offered for competition to the public?—Not put up to public contract, that ever I heard of.

564. Portlaw, I believe, besides your establishment, is itself a town of great note, is it not?—It certainly is; there is a great deal of correspondence.

565. Is it the post town of the Marquis of Waterford?—Lord Waterford gets his letters now from Carrick.

566. Of course, conveyed in the same way by those footmen?—No; our Carrick post is conveyed by car, the footman has the conveyance of the day mail which is taken up at Mullinavat.

567. Of course, not only the correspondence to Piltown and to Carrick-on-Suir, but your correspondence, and the correspondence to others at Portlaw as well as the correspondence of the Marquis of Waterford, comes that way?—Yes; and I may mention to the Committee that the adoption of the foot conveyance completely damages any conveyance we have by the day mail, and makes it of very little use to us; for taking double the time by a foot messenger we cannot reply by the following mail.

568. Whereas, if the railway were used, you could do so?—Precisely.

569. There is a railway the entire distance?—There is.

570. In both directions; in fact, you could have a railway communication by two different routes to Dublin?—Yes; one post arrives just in time to be too late with us for reply, in consequence of these foot-men.

571. Mr. *Grogan.*] While the railway passes within three milas of the town where your large establishment is carried on at Portlaw, the Post-office prefer to send letters by the foot mail 10 or 12 miles to Mullinavat?—Yes; but I should just remark that this is not our important post, this is our day mail from London and Dublin.

572. How do you get your night mail?—We get our night mail by an inferior car.

573. Mr. *F. Scully.* Do you get your London letters before three or four o'clock in the afternoon, by the day mail?—We receive them at about half-past four in the afternoon, and our mail goes out at five.

574. Then you have no time to answer those letters the same day?—No.

575. Mr. *Grogan.*] In considering this question, has any change in the transmission of letters occurred to you whereby your locality would be improved in that

that respect?—I consider that a night mail would suit all our purposes, as suggested by the last witness.

576. *Chairman.*] As to the importance of the day mail, that conveys not only your Dublin correspondence but also your Liverpool?—All our Liverpool correspondence and transactions up to three o'clock in the day in London.

577. Mr. *Liddell.*] Have you a very considerable business in raw materials with Liverpool?—We have a considerable business.

578. *Chairman.*] Have you large steamers between Waterford and Liverpool?—Yes.

579. Mr. *Liddell.*] So that the advices are most important to you?—Most important to us; the more important, or as important as London, for our principal steaming trade is out of London.

580. Mr. *Maguire.*] I understand you employ 1,640 hands in your establishment?—In the Portlaw factory.

581. In fact it is the most extensive establishment of the kind out of Ulster?—It is the largest cotton factory in Ireland.

582. *Chairman.*] And you import from Liverpool, by your steamers, the raw material for that?—We do.

583. Sir *S. Northcote.*] In the event of steamers being started from Waterford to Milford, which I believe is in contemplation, will Waterford become a more important medium of communication with the south of Ireland than it is at present, as a postal and mercantile centre?—As a mercantile centre Waterford must have advantage, but as a centre for postal communication I think is doubtful.

584. *Chairman.*] You remember when there was a a direct daily communication, by steamer, between Milford and Waterford?—Yes.

585. That is not many years ago?—No, not so many.

586. That was abandoned, I believe; can you state whether it was abandoned in order to cheapen postal expenditure?—Yes.

587. Do you remember the saving that afforded to the Post-office?—I have no recollection.

588. From your knowledge of mercantile transactions in general, can you state whether there is considerable postal communication between South Wales and Waterford, and other parts in the south of Ireland?—Yes.

589. That was conveyed, not many years ago, by the Milford packet?—Yes.

590. How does that go on now?—It comes now by Dublin.

591. It goes up from South Wales by Holyhead to Dublin?—Yes.

592. Viscount *Monck.*] What was the passage from Milford to Dunmore, do you recollect?—I think about 12 hours; it can be done in 10 hours now; I think it is right for me to state that the Committee must be very well aware that the Waterford and Limerick Railway was brought forward as much for improving our postal communication as anything else.

593. Mr. *F. Scully.*] Was there not a sum of money advanced by Government on loan to the Waterford and Limerick Railway?—I believe there was.

594. Was it mentioned at the time as one of the advantages of the railway, the facility it would afford to the country in the way of postal communication?—I believe the principal element of traffic they gave, was the profit they were to get from the Post-office.

595. Was that one of the principal inducements for the Government to advance the loan?—I believe it was.

596. And no advantage has been taken of that railway by the Post-office?—There has been a railway running through Clonmel and Carrick for three years, and we have never had a letter carried by it.

597. Mr. *Liddell.*] There was no stipulation, I suppose, entered into, or attempted to be entered into, by the Government with the company, when they advanced that sum of money, that convenience should be afforded for the conveyance of the mails?—I am not aware of that.

598. Mr. *De Vere.*] I believe you export your goods very largely to different parts of the world?—To all parts of the world almost.

599. North and South America?—North and South America, China, and the East and West Indies.

600. That must entail a very considerable correspondence?—Very extensive.

601. It is a matter of very great importance to you, is it not, that that should arrive with dispatch?—It is not unfrequently the case that we are inconvenienced by missing a packet through the delay of our own internal mails.

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602. Mr. *F. Scully.*] How long does it take to answer letters from Liverpool to Portlaw; supposing a letter is posted on the previous day at Liverpool, when do you receive it at Portlaw?—At four o'clock.

603. Then you have not time to answer that letter the same evening?—Barely time. There is about half an hour.

604. If the mails were conveyed by railway you might receive those letters earlier in the day by some hours?—We should.

605. *Chairman.*] You conceive that you afford considerable benefit to that part of the country by the employment of so many persons in that factory?—I do.

606. Do you consider that you work that factory at a great disadvantage, by reason of the want of those postal facilities which could be afforded?—Certainly, I do.

607. Are you in competition with extensive factories in England that have those facilities?—I am.

John Aloysius Blake, Esq., called in; and Examined.

J. A. Blake, Esq.

608. *Chairman.*] YOU are Mayor of Waterford?—Yes.

609. You are also in business in Waterford?—I am.

610. Besides your own experience in postal arrangements, you have had something to do with applications to the Postmaster-general upon the subject?—I have.

611. And have had an opportunity of learning what is the general feeling of the commercial community with regard to the present system of postal arrangements?—Yes.

612. Will you be so good as to state to the Committee, without going into details already before them, what is your experience and knowledge upon the subject?—I think the postal disadvantages which we labour under at Waterford are of a twofold nature; in the first place, there are the disadvantages we labour under in our communication with the towns of Limerick and Cork, and the intermediate towns travelled over by the line, and the disadvantages experienced by the people dependent upon the sub-post offices, Dunmore, Tramore, Woodstown, Ferry Bank, on the other side of Waterford, and Passage, and Mullinavat; there are a good many mills about there; they suffer also. I will detail to the Committee, in the first place, the disadvantages which, as citizens, at Waterford, we labour under, before proceeding to mention the disadvantages those towns suffer from. It occurs that the merchants of Waterford, many of them, are very extensively engaged in the corn trade; we have a good many corn merchants, and a good many commission corn merchants, who receive consignments of grain from Odessa and different ports in the Black Sea, and from the Mediterranean and other parts; from some of the Baltic ports, which are still open. It is very often the habit that those vessels call at Cork for orders, waiting the directions of the merchants of Waterford or the commission agent as to disposal of the cargoes. Those vessels coming from distant ports, it is very often desirable that the captain should receive his directions as soon as possible; and possibly, owing to one cause or another, the corn may be heated, or there may be a rapidly rising or a rapidly falling market; so that it may be very desirable for the merchant to give his captain directions as to its disposal; for instance, if the condition of the cargo is so bad that it is desirable it should be put in store at once, or if the vessel is in a disabled condition, it may be proper that it should be transferred to smaller vessels, and either sent to the correspondent at Limerick, or a portion sent to Waterford. It also happens that the corn-commission agents may not be the owners of the cargoes. Then a good deal of their correspondence lies along the route pursued by the early Dublin mail that leaves Waterford at half-past 11 o'clock. The directions of the corn merchant or the agent to his correspondent at Cork or at London, is guided in a great measure by his chances of sale up the country, and by his other means of disposing of it. If he finds that there is a probability of selling the whole of the cargo at Waterford or in the neighbourhood, then he may desire it to be sent up to him. It may occur also that a good deal of that corn might be sold in the neighbourhood of Limerick, and consequently he may desire the vessel either to come to Waterford or go to Limerick, as the case may be. As I mentioned to you before, it is a matter of vital importance very often to the profit which he may derive,

derive, and also to the safety of the cargo itself, that he should send his orders as rapidly as possible to Cork. Now, as to the Cork mail at Waterford, I live opposite the post-office of Waterford; I have no box at the post-office, but we get our letters about as soon as any one else in Waterford, or sooner, because the postman comes immediately across, so that you may consider I get them about the first. We receive our Cork letters at about half-past 9 o'clock in the morning, and a great many merchants will not receive their letters before half-past 10 o'clock. The box of the Dublin morning mail closes at 11 o'clock, so that, generally speaking, the merchant is quite shut out from communicating with his correspondents on the line that is traversed by the early Dublin mail; he then has to wait until 7 o'clock in the evening to send those letters to Kilkenny, Carlow, Thomastown, and other places where he may have correspondents; those go up to Dublin, and are not received at those places until the down mail of the next day, at about 12 o'clock at noon.

613. You mean to say that the letters pass by those places, go to Dublin, and come down back again?—They pass them at some distance, of course; but they have, to a certain extent, to pass them by.

614. I did not mean to say they actually went through those places, but they have to go beyond them to Dublin?—Precisely; they are not received there, I believe, until 12 o'clock the next day. If they were received earlier, those parties would be in a condition to say whether they accepted offers or not. Many of those offers, of course, are subject to reply; and if they received them an hour or two earlier, they would be in a position to reply by the down mail; but, from the late hour at which they receive them, they are not in a position to do so; and I have made a calculation myself, which I can put before the Committee, that if those letters were received by the Dublin mail, as we receive them earlier, the merchant could receive his replies, whether his offers could be accepted or not, nearly 36 hours earlier than he does under existing circumstances.

615. Those transactions, you are aware, are very frequent?—Very frequent. Very many merchants of Waterford have told me that they have suffered very materially in consequence of that.

616. Very considerably so before the war broke out?—Very considerably before that, when there was a large import of corn coming from the ports of the Baltic. I may also mention that it is of very great importance in a town like Waterford, from which we supply merchandize and different articles of commerce to the smaller towns, for the merchants, if possible, to receive all their letters at the same time. There are two routes to travel by; two mails; there is the Dublin route, and the route from the south of Limerick. We have mercantile transactions with both routes. If a merchant has a certain quantity of corn, or so many chests of tea, or so many hogsheads of sugar, as the case may be, if he got all his letters at the same time, he might receive from different routes a certain amount of orders, and he might accommodate his correspondents with a certain amount of the orders so received, according to his ability; he could divide the amount of commodities he possessed amongst his friends, so as to accommodate all. If he had only 40 chests of tea in his possession, and received an order from two parties on the Dublin route for 20 each, and received on the other route two orders for 20 each, he might send each half the quantity, and might supply himself in the meantime, so as to make a profit for himself, and accommodate them also; whereas, when he receives his Dublin letters at 8 o'clock in the morning, he is obliged to send forward his invoices at 11 o'clock to his correspondents on that line of route.

617. Mr. *Grogan.*] By the Dublin route, do you mean the route by Maryborough?—No; what I mean is this: there are two lines of railway which come into Waterford, one is from Limerick, and the other from Dublin, traversing two lines of country.

618. Which do you call the Dublin route?—You perceive that the letters do not travel by the railway; you might imagine that when I speak of the Dublin route, I speak of the one by railway. Our Dublin letters come in one way, but the merchandize in a different way.

619. You used the words "Dublin route;" I only wanted to know which mode of going to Dublin you meant by that particular designation?—The Maryborough route. What I mean to say is this; if the merchant received all

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his letters at the same time, he would be able to apportion his orders accordingly.

620. *Chairman.*] You mean the Dublin letters and the Clonmel and Limerick letters at the same time?—Precisely; he replies to one set of correspondence about the time that he receives his letters from the other.

621. Sir *S. Northcote.*] You mean, I presume, that it would be convenient for him to receive the second set of letters at the same time that he receives the first?—Yes; he is actually dispatching one set of letters when he is just receiving the other.

622. *Chairman.*] He is obliged to answer the first set of letters before he gets the second, whereas the second set of letters might materially alter the character of his answers if received in time?—Precisely; I may also mention that, since the completion of the Waterford and Limerick Railway, several of the Limerick merchants avail themselves of the completion of the railway to get their goods from Waterford, as it is a shorter way very often of getting them into Limerick; they avail themselves of the Waterford and Limerick Railway to get them down. Now a great amount of these goods is received by the steamer from Liverpool; it very often occurs that the steamer from Liverpool arrives at Waterford after the Clonmel mail is dispatched, and consequently the advices are not sent until the Dublin mail, at seven in the evening, that mail not being received in Limerick until the middle of the next day, and the merchant there is not able to send his reply before the evening; that is received at Waterford at 8 o'clock the next morning, and between his agent at Waterford or the agent of the steamboat company announcing to him the arrival and receiving a reply, there is a delay of at least 24 hours more than there ought to be; the goods in the meantime may be of a nature that may be deteriorated or in a perishable condition, and I have known instances where a good deal of loss has occurred in consequence.

623. Mr. *Grogan.*] The quays of Waterford have not sheds over them for the storeage of goods, I believe?—They have not.

624. Mr. *De Vere.*] What time would be gained in transmitting the advice of the arrival of a vessel at Passage in Waterford to a particular merchant, if you could employ the railway for the purpose of postal transmission instead of the present mode?—If the railway was used both for bringing the letters down and re-transmitting, I have calculated that it would effect a saving to him of close upon 24 hours. The advice being sent to him as it is now, after the other mail is dispatched, occasions that delay. For instance, if a vessel comes in at half-past 4, you cannot send the advice until 7 in the evening by the Dublin post, which goes by a very circuitous route; instead of being received early in the morning it is not received till late in the afternoon.

625. *Chairman.*] The inconvenience which you speak of arises from this, that there is a too early dispatch of the direct mail, and the mail dispatched late goes by a circuitous route?—Precisely.

626. And that it would be a great convenience if those two modes of conveyance were combined in one at a later period?—Yes.

627. Going by a direct route and arriving in much quicker time?—Yes.

628. Mr. *Fagan.*] In consequence of this inconvenience, do the merchants of Limerick use the railway between Waterford and Limerick to send their letters as parcels?—I do, in my own instance; and a great many gentlemen have told me that they are obliged to send their letters by parcel.

629. Is not the mode of transmission increasing?—Very considerably increasing.

630. The merchants, as I understand, are satisfied to pay 3*d.* a parcel for their letters by this mode of conveyance, in consequence of the inconvenience experienced by the existing postal communication, for which they only pay 1*d.*?—That is the case.

631. Viscount *Monck.*] Have you any idea of what the amount of that kind of correspondence is?—I cannot immediately state; but we have a good many commission agents who have transactions up the country, and they have told me that they have a great many letters transmitted that way. By the present arrangements of the post, with regard to the most important places we have to communicate with, we have only five hours for the execution of orders and to send replies; whereas by the least important route we have 12 hours. We receive our Dublin letters at about 7 in the morning; we are not required to put the replies in till 7 in the afternoon; by the other route the general delivery is not completed before 11 o'clock in the forenoon, and we must have our letters in by 4 o'clock

4 o'clock to Clonmel, Limerick, Cork, Tipperary, Cashel, and all those other places, so that we have only five hours to make up our replies instead of 12, as we might have if dispatched the other way.

632. Is the commercial intercourse with that line of country greater than with Dublin?—I think it is, a good deal more.

633. *Chairman.*] Besides the corn trade, is not there a considerable traffic carried on by jobbers in stock?—A very great amount; the merchants of Waterford purchase a good deal of butter and pigs, and corn and other matters, and they experience a great amount of inconvenience in transmitting orders to their agents for that purpose; if they send a person to purchase butter and pigs to a district far up the country, the transactions of those under-agents are regulated by directions from home, and the merchants suffer a great deal of inconvenience in those matters, from the slow way of transmitting the orders.

634. The markets they resort to are in the county Limerick, Tipperary, Clare, and so on?—Yes; and some merchants have told me that they have suffered a great deal of loss in consequence of not being able, when they have received intelligence of the rising or falling of the markets in England, to transmit their orders up the country; they may either have restricted their purchases, or have purchased too much.

635. Mr. *Fagan.*] You heard the evidence of Mr. Fisher upon the subject of our inquiry?—I did.

636. Do you think the proposal made by Mr. Fisher would obviate or remove those inconveniences which you have now spoken of?—Yes; by sending the mails at a later hour in the evening, I do.

637. *Chairman.*] Do you know that business transactions are carried on at late hours in the evening in Waterford?—Yes, most undoubtedly; we carry them on till 10 o'clock at night, sometimes; I know some places which are not closed sometimes before nine o'clock, and seldom before seven.

638. Mr. *Liddell.*] Is that owing to the postal arrangements?—Yes, in some measure; and also it is the habit of the country.

639. Mr. *De Vere.*] Limerick merchants, I understand from you, very often have their cargoes delivered in Waterford, for the purpose of having them transmitted from Waterford to Limerick afterwards?—I believe they avail themselves of every Liverpool steamer to bring over their goods, and they would do so a good deal more if they could get speedy information of their arrival; there is one merchant in particular at Limerick who complained to me very much of the inconvenience he experienced in that respect.

640. Those goods are very often of a perishable nature?—Very frequently.

641. It is therefore very important that the merchants should receive advice as soon as possible?—Very important, both to regulate their sale, as well as regards the saving of the goods.

642. The mode of transmitting that advice is that it must go by a one-horse car a very circuitous route from Waterford, to a point on the Dublin Railway, called Goold's Cross?—Yes; we receive our letters from Limerick at 8 in the morning, and they receive their advice of the arrival of goods in Waterford about the time of the dispatch of the mail for Waterford, so that they are precluded from writing by that post directions to their agents about the goods.

643. We have got now as far as Goold's Cross?—Yes.

644. The mail has then to go down the railway as far as the Limerick Junction?—It has.

645. And from the junction it is transmitted on to Limerick by a one-horse car?—No; I am rather under the impression that it is sent from the junction by a two-horse coach.

646. Then all that circuitous route could be obviated by making use of the railway which runs direct from Waterford to Limerick?—In a very great measure it could; and, besides that, the mail would travel during the night to the south, and the merchants would receive their correspondence early in the morning.

647. Mr. *Barrow.*] So far as the communications by day are concerned, the merchant does not suffer very much, because he has an opportunity three times a day of sending parcels by the train?—But he receives his communications after one of those trains has gone; he does not receive communications from Limerick until half-past 10, and then the first train has long gone.

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648. The great accommodation, you say, would consist in the establishment of a night train?—Yes; that would obviate to a very great extent all that we complain of.

649. *Chairman.*] Will you describe to the Committee by the map the route which a letter takes from Limerick to Waterford. First from Limerick to the Limerick Junction?—Yes.

650. That is by 2-horse car?—Yes.

651. That black line running alongside the road is the railway?—Yes.

652. It goes up to Goold's Cross by railway?—Yes.

653. And comes down from Goold's Cross to Clonmel, and on to Waterford, by a 1-horse car?—Yes.

654. How many hours does that letter take coming from Limerick to Waterford by that route?—I think at present it occupies close on 16 hours.

655. What time does the railway take to run trains from Waterford to Limerick?—I think it goes from Waterford to Limerick in a little over four hours.

656. Then the letter takes nearly four times as long as the railway?—Very nearly.

657. There are three modes employed by the present arrangement?—Yes.

658. And there would be only one mode by the railway?—Yes. I wish also to mention, that from about the month of May, including that month of May and September, the towns of Tramore, Dunmore, Woodstown, and some smaller towns about Waterford, are frequented by a vast number of people from Clonmel, Cashel, Tipperary, and even in some instances by people of Limerick. I know one of the most extensive merchants of Limerick who spent the whole of last season at Tramore; so that Tramore, at least for five months in the year, is frequented by a very large number of the mercantile community, and also by shopkeepers and traders who live up that line, in the towns of Carrick, Clonmel, Cashel, Tipperary, Thurles, and Limerick itself. I have had an opportunity of speaking several times with those people since I have been in office, who were most anxious to have the postal inconvenience remedied, in consequence of the great inconvenience they experienced in communicating with their places of abode and business when at those watering-places. Now the town of Dunmore is very rapidly increasing, and there is a very great number of people from those parts of the country who are at Dunmore; and if a letter from Limerick, or any of those places, arrives at Waterford, for a merchant, at eight o'clock in the morning, it has to remain there 24 hours, until the following morning; he then writes his reply, to go on to any of those towns, and it arrives in Waterford at five o'clock in the afternoon, after the dispatch for the place for which he intends it, so that it has then to be dispatched a very circuitous way by Dublin, and does not arrive until the next day; so that between leaving the place from which it is sent, to the time the reply is received, there is a delay of very nearly 40 hours over what it ought to be. Suppose they write by return of post, and use all possible dispatch, there is a delay of two days over what ought to be; of course that is very often attended with very unpleasant consequences, and those places would be much more frequented, I believe, and people would be able to take a great deal more recreation in the summer, belonging to those towns, but they have told me they are afraid to leave home in case anything should occur which might be detrimental to their personal interests. A question was asked, whether there was much commercial intercourse between those towns and Clonmel and Tipperary; certainly between those towns there is not, but those places are used as places of health and recreation by a very large number of the trading and mercantile community belonging to those towns. I suppose, at Tramore, there are above 20 families of merchants belonging to those towns, besides a great number of the small trading community, whose transactions of course, though not so large as the merchants, are just as important to them, requiring advice and information.

659. Is there anything else you wish to state to the Committee?—I may mention to the Committee that the Earl of Huntingdon stated, that it would be very inconvenient to him to come to give evidence, and he handed to me a letter which he wished me to place before the Committee. I have also had communication with Lord Stuart de Decies; he complains of the very great inconvenience that occurs to the county of Waterford from the transmission of the mail; Lord Huntingdon is the deputy-lieutenant of the county; you will find in this letter the difficulties he experiences in receiving communications. Lord Stuart de Decies has told

told me that he has suffered a good deal of inconvenience in communicating with his lieutenants and the magistrates throughout the county, and also understand that in his capacity as colonel of the Waterford artillery, in communicating with his regiment, he suffers a good deal of inconvenience; I have heard from several of the lieutenants of the county of Waterford and magistrates that the public service has suffered a good deal in consequence of the slow and circuitous way in which the mails are sent. On one occasion, the Government were anxious that a large sum should be received for the Patriotic Fund, and communications had to be sent by mounted police instead of by post, in order to save time.

660. Will you read the letter of the Earl of Huntingdon. Was it addressed to yourself?—It was: "Gaultier Cottage, 3d July 1855. Dear Sir,—As you are going to London to be examined as a witness before the Committee (which I am glad to see Mr. Meagher has succeeded in obtaining), to inquire into the postal arrangement for the South of Ireland, would you kindly state for me the great inconvenience we suffer, both as magistrates and as private individuals, from the present arrangements of our post. Should we require, as magistrates, to communicate with Lord Stuart de Decies, our Lord Lieutenant, residing not more than 50 miles from here, a letter will in due course, if sent on Monday, not be received by him until Wednesday; in fact, where dispatch has been requisite, he has been obliged to send his letters by the police; and in the same way our private letters from Cork, from Dungarvan, &c. &c., take longer than letters to and from London. What we want, and what we ought to have, is a night and day mail by railway, and then cars to leave Waterford for the smaller towns, &c. &c.; but it appears to me, the Post-office authorities, instead of trying to give accommodation to the public, in this part of the country at least, are, I may say, only anxious to make the Post-office a paying establishment. This may be all very well, but in my opinion, it may be carried too far; and instead of trying to make one runner do, where two are required, and reducing the salary of the county postmaster, and the number of clerks, I think reduction of salaries ought to commence rather higher. I am, dear Sir, yours truly, *Huntingdon.*" I may also mention what the high sheriff of the county of Waterford said; he speaks of suffering in communicating with the sub-sheriff at Lismore.

661. With reference to this letter from Lord Huntingdon, have you, in your position as mayor of Waterford, had official communication with the lieutenant of the county, and the sheriff and deputy lieutenants?—Occasionally, in my official capacity, I have to communicate with them.

662. So that you are aware of the inconvenience they suffer in common with the community at large?—Yes; and also occasionally I have experienced a good deal of inconvenience myself.

663. Mr. *Grogan.*] You said you had some communication from the high sheriff upon the same subject?—The high sheriff of the county, Captain Wise, residing at Waterford; his sub-sheriff must reside in the centre of the county; he resides at Lismore, and he says in his official communications with the sub-sheriff, he has suffered a vast deal of inconvenience in consequence of the slow transmission of the post, and the circuitous way in which it is sent: I may say in conclusion, that the mercantile community of Waterford, to my knowledge and belief, suffer very greatly from the present state of things; it is most detrimental to their interests, and to the community of Waterford at large.

Mr. *John O'Connor*, called in; and Examined.

664. *Chairman.*] YOU are Secretary to the Waterford and Limerick Railway Company?—I am.

665. Will you inform the Committee, as shortly as possible, in what state the negotiations between the Post-office and the Waterford and Limerick Railway Company terminated, and when?—I believe that it is all in the printed report, of which I can give you a copy.

666. You were asked for your terms, I believe?—We were asked for our terms, and, after some correspondence, we stated what those terms would be.

667. You offered to convey the mails at 9 *d.* per mile in the day, and 2 *s.* 3 *d.* per mile at night?—Yes.

668. That was for the single mile?—Yes.

669. Did you get any answer from the Post-office to that offer?—Not for some time; but after some months we wrote again to ask for a reply, and they

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then said that the Postmaster-general was not prepared to accept the offer, as he conceived it was much too high.

670. Did they make any offer to the company?—No.

671. They did not propose any lower terms to the company?—No.

672. Or show any disposition to re-open the negotiation?—None whatever.

673. Are you authorised or at liberty to state whether those were the lowest terms at which the company could convey the mail?—It has not been under the consideration of the directors for more than 12 months now as a matter of business. At the time this letter was written, I was directed to make out the lowest price at which the night train could run—the cost price—and I arrived at the conclusion that they could not do it for less than 2*s.* 3*d.* a mile.

674. Mr. *Wickham.*] What is the length of the line?—Sixty miles then, now 77.

675. Mr. *Barrow.*] Was that upon the assumption that there would be any passengers by the night mail train?—It was considered that it would cost 2*s.* 6*d.*, and the company offered to do it for 2*s.* 3*d.*

676. To run a special train?—Yes.

677. But assuming that the company employed the special train in conveying luggage, the actual cost to the company would be considerably reduced?—It would not be considerably reduced; no doubt they would have an advantage by being able to carry some goods by it and some passengers; but that would be of very small importance; indeed, for passengers, I do not consider it would be of any importance.

678. Mr. *Liddell.*] Would the putting on of that train have dispensed with any other train on the line?—No; and much inconvenience would have arisen, and great expense, from having to put on the night train, because the line is now shut at night, and we have, therefore, no night staff required, which we must have had for the night train.

679. Mr. *F. Scully.*] With respect to the day trains, can you give the Committee any opinion as to any reduction the company might make in their terms or their offer with respect to the day mails, supposing their terms as to night trains were agreed to?—I am not at liberty to make any statement of what they would do; it has not been the subject of consideration with the Board of Directors lately.

680. *Chairman.*] If the Post-office had, in rejecting the offer which you made to them, held out any hopes of accommodation, were you prepared to meet them?—My own impression is that the company would have taken 3*d.* per mile off the day mails.

681. Mr. *Grogan.*] In the proposition which your directors submitted to the Post-office authorities, did they specify any particular hour at which the night mail train was to be run, or did they leave that to the Post-office?—We made the offer upon the understanding that it was to be open to us to convey goods.

682. But I refer to the hour at which it was to run?—I named the hour in my communication with the Post-office, which I can read. The object of that was, not with respect to the hours of arrival or departure, but with respect to the hours upon the road; that we should have a certain time, and that we were not to run above a certain number of miles an hour upon the road, to enable us to convey goods. We proposed to start from Waterford at a time that would suit for our arrival at the Junction, in order to meet the up and down trains. We took that as a fixed point, 12 o'clock at night.

683. Your proposal was to arrive at the Junction with a view to meet the up and down Dublin trains?—Yes.

684. That is, 12 o'clock at night?—Yes.

685. Did you specify your proposal of the hour of departure from Waterford?—I specified at about half-past eight.

686. If that proposal had been entertained by the Post-office, the commercial community of Waterford would have had the advantage of the interval between four o'clock, the present time of departure, and half-past eight for their correspondence?—Yes, for the Clonmel correspondence, and for the South of Ireland.

687. Did you, in your proposal to the Post-office, specify that it was to be a first class or a second class, or any particular class train?—No, merely that we should be at liberty to carry goods.

688. Did you make your offer to perform the service under cost price, because you

you expected you should obtain some profit from the carriage of passengers' parcels and goods?—Yes.

689. That is to say, the facility of being able to carry them by the mail train was the inducement to make the offer upon such low terms?—I have no doubt we could not run the night train, putting on the additional staff necessary for the night duty, at less money.

690. It has been stated, that the hour from Waterford to Limerick of the last train is half-past five?—No; that only runs to Clonmel; the last hour for a through train is three o'clock in the afternoon.

691. Mr. *Liddell.*] Was there any objection made upon the part of the Government to entrusting the mails to a train which was to carry goods?—None whatever.

692. *Chairman.*] You do carry the day mail from the Junction to Limerick?—Yes, we do carry the day mail from the Junction to Limerick.

693. That is the only use that is made of the railway by the Post-office?—Yes.

694. What are the terms on which that is done?—One shilling a mile.

695. Mr. *Grogan.*] What train is that?—The train that leaves Limerick at a quarter to 11.

696. In returning from Limerick to Waterford what is your last train?—It leaves at a quarter-past 4, and arrives in Waterford at 10 minutes past 8.

697. So that you may consider the communication by your line, as a day line, closed at 16 minutes past 8?—Yes.

698. Therefore to have put on a train leaving Waterford at half-past 8, as you proposed, would have involved the expense of a staff for that purpose?—Yes.

699. Mr. *Barrow.*] Returning from the Limerick Junction to Waterford, what are the hours?—Leaving the Junction at 1 a.m., and arriving at Waterford at 4.30, there would be a delay of an hour in consequence of the necessity of sorting the letters.

700. Mr. *Grogan.*] In your proposal did you intend to find accommodation for the guard to accompany the mail?—By the night mails we did.

701. Consequently there could have been no risk whatever if the night mails were transmitted in their own official charge?—I think not.

702. At present there is no guard whatever in charge of the mail otherwise than the car driver?—So I understand.

703. Does a guard accompany the mail by the day train?—A post-office messenger comes with the bags.

704. The guard travels in the train with the day mail?—The messenger, the person in charge of the mail bags.

705. In speaking of 1*s.* a mile, which you receive for the carriage of the day mail, and at 2*s.* 3*d.* of which you proposed to carry the night mail, you refer to a single mile?—Yes, a single mile.

706. Are you aware that in all railway arrangements it is always the single mile at which railway companies contract to convey for the Post-office?—No; I believe there are exceptions; for instance, I see in the return there is 6*s.* for the double mile, but all the arrangements I am aware of myself have been always calculated upon the single mile.

707. Mr. *Fagan.*] What amount of postal conveyance would the Post-office have saved by this arrangement which they have now in course of action as to cars and coaches?—They have been stated by Mr. Fisher pretty nearly; one is the mail conveyance between Limerick and the Junction; that is a coach.

708. Do you agree with what Mr. Fisher stated in that respect?—Yes.

709. Mr. *F. Scully.*] Can you give me the amount per annum which, at 2*s.* 3*d.* per mile from Waterford to Limerick, the cost of mail would come to?—Something near 6,000*l.* a year.

710. *Chairman.*] Mr. Hill, in his evidence, said it was 7,800*l.*?—That includes 9*d.* a mile for the day mail; it is 6,000*l.* odd.

711. That is for the night mail, at 2*s.* 3*d.*?—Yes.

712. I believe the entire distance from Limerick to Waterford is 77 miles by railway?—Yes, 77.

713. And from Waterford to the junction, 55?—Yes.

714. Mr. *Grogan.*] Then the refusal of the Post-office to entertain your proposal is simply based upon the naked statement you have put in?—The refusal is contained in those terms.

715. Will you furnish the Committee with the correspondence to which you have referred?—I will.

Mr. *J. O'Connor.*

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[*The Witness delivered in the following Letters, &c.:*]

Sir, General Post-office, 27 January 1854.

I HAVE been directed by the Postmaster-general to inquire upon what terms the Waterford and Limerick Railway Company will undertake the conveyance of the day and night mails in charge of the Company's guards, by trains in connexion with the Great Southern and Western Railway mail trains. I have to request, therefore, that you will state, 1st, the terms for the service between Waterford and Limerick, both ways, by trains in connexion with the day mail trains from Dublin to Cork, and Cork to Dublin. 2d, the terms for the service between Waterford and Limerick, both ways, by trains in connexion with the night mails, each way, between Cork and Dublin. Requesting the favour of an early reply,

I am, &c.

John O'Connor, Esq. (signed) *J. T. Wedderburne.*

Sir, Waterford Station, 30 January 1854.

I AM in receipt of your letter of the 27th instant, relative to the conveyance of day and night mails over this line, which shall be submitted to the directors at their meeting on Friday next. In the meantime I shall feel obliged by your informing me whether it is proposed that mail bags should be sent by train from Cork to Limerick and Waterford, upon the arrival of the up day mail at the Junction, or if it will be required that a train should leave Waterford so as to meet the down mail at the Junction. I enclose you a copy of our present time-table, and

Remain, &c.

J. T. Wedderburne, (signed) *John O'Connor,*
General Post-office, London. Secretary.

Sir, General Post-office, 1 February 1854.

I BEG to acknowledge your letter of the 30th ultimo, and to inform you in reply, that the Postmaster-general merely wishes to know upon what terms the Waterford and Limerick Company would undertake to convey the day and night mails between Waterford and Limerick, by trains in connexion with the mail trains on the Great Southern and Western Railway, viz.: (taking, for instance, the day mail down),

1. By a train from Limerick Junction to Waterford soon after the arrival of the Dublin day mail there at 2.9 p.m.

2. By a train from Waterford to meet the day mail at 2.9 p.m.

And by trains similarly in connexion with the up day mail, and the up and down night mails, stating the charge for each separately. I beg to observe that there was not the copy of your present time-table enclosed in your letter, which you alluded to.

I am, &c.

John O'Connor, Esq. (signed) *J. T. Wedderburne.*

Sir, Waterford, 7 February 1854.

REFERRING to our correspondence relative to the conveyance of day and night mails over this line, I am instructed to inquire whether, in the event of the directors naming a moderate price for the latter service, the Postmaster-general would require it to be performed by fast trains, or whether a slow train, by which goods could be conveyed, would be agreed to, the hours of arrival in Limerick and Waterford being 3 a.m. and 4.30 a.m. respectively.

I am, &c.

J. Wedderburne, Esq. (signed) *John O'Connor,* Secretary.

Sir, General Post-office, 22 February 1854.

IN answer to your letter of the 7th instant, I am directed to inform you that night trains carrying goods would answer all the purposes of the Post-office for the night mail service between Waterford and Limerick; and, with regard to the hours, the principal point to be borne in mind is, that the trains from both ends must reach the Limerick Junction in time for the bags to go forward by both the up and down mail trains between Dublin and Cork, and must not depart from the Limerick Junction until after the arrival of both up and down mail trains. To effect this, it will be apparent that there must necessarily be a short interval at the Limerick Junction.

I am, &c.

John O'Connor, Esq. (signed) *J. T. Wedderburne.*

Mr. J. O'Connor.

6 July 1855.

Sir, Waterford, 21 March 1854.

Referring to your letters of the 27th of January, the 1st and 22d ultimo, I am instructed to state that the directors will agree to perform the services specified therein for the following prices, viz.:

For the night mails, 2 *s.* 3 *d.* per mile, and for the day mails, 9 *d.* per mile.

The directors are induced to name these very low prices from an anxiety to meet as far as in their power the great and increasing desire of the public for improved postal arrangements in the country through which this line passes, and the adjacent districts.

I have, &c.,

J. Wedderburne, Esq. (signed) *John O'Connor*, Secretary.

Sir, Waterford, 13 June 1854.

I AM instructed to request you will inform me whether the Postmaster-general has come to any decision upon the offer to convey the mails over the Waterford and Limerick Railway, as contained in my letter to you of the 21st March last. The directors being at present about to make arrangements relative to rolling stock, are anxious for information on the subject.

I am, &c.

J. Wedderburne, Esq. (signed) *John O'Connor*, Secretary.

Sir, General Post Office, 16 June 1854.

I BEG to acknowledge your letter of the 13th instant, and to inform you that it has been submitted to the Postmaster-general for his decision, with respect to the offer made by the Waterford and Limerick Company for the conveyance of mails.

I am, &c.

John O'Connor, Esq. (signed) *J. T. Wedderburne.*

Sir, General Post Office, 30 June 1854.

I AM instructed to inform you, in reply to your letter of the 13th instant, that the Postmaster-general has had under consideration the offer contained in your letter of the 21st March last, with respect to the conveyance of the mails over the Waterford and Limerick Railway; and having weighed the advantages which the proposed service would afford, that his Lordship has come to the decision that they are too slight to justify him in expending a sum at all approaching that which has been demanded.

I am, &c.

John O'Connor, Esq. (signed) *J. T. Wedderburne.*

My Lord, General Post Office, 27 June 1854.

THE Postmaster-general has had under consideration the statement contained in your Lordship's letter of the 29th ultimo, with regard to the further employment of the Waterford and Limerick Railway for the conveyance of the mails.

His Lordship is prepared to admit that the rates of payment demanded by the Waterford and Limerick Railway Company, viz. 2 *s.* 3 *d.* per mile for a night mail and 9 *d.* a mile for a day mail train, are lower than those generally paid in Ireland for the conveyance of the mails on lines of railway of any great extent; but at the same time his Lordship directs me to point out that, as a post-office means of communication, the Waterford and Limerick Railway is not a main line, and that the service upon it is not of the same importance, and cannot fairly be compared with that upon a main line of railway.

The payments which would be made by the Post-office to the company, according to the above-mentioned rates, are,

	£.
For the night mail - - - - - - - - -	6,159
For the day mail - - - - - - - - -	1,760
	£. 7,919

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After providing for meeting the trains, &c., a saving of only 557*l.* 16*s.* 6*d.* a year would be effected upon the existing arrangements; and deducting this sum, and 688*l.* a year which is already paid to the company for the day mail between Limerick Junction and Limerick, it follows that an increased expense of 6,673*l.* 3*s.* 6*d.* a year would be incurred.

Lord Canning has fully considered the advantages which the additional railway service would afford, but they are so slight, that his Lordship has come to the decision that he would not be justified in expending a sum at all approaching that which has been demanded.

I have, &c.
(signed) *J. Tilley.*

The Earl of Bessborough,
&c, &c., &c.,
40, Charles-street, Berkeley-square.

THERE are no day mails between—

Waterford and Limerick.	Limerick and Clonmel.
Waterford and Tipperary.	Limerick and Carrick-on-Suir.
Waterford and Cahir.	Limerick and Portlaw.
Waterford and Clonmel.	Clonmel and Tipperary.
Waterford and Carrick-on-Suir.	Clonmel and Cahir.
Waterford and Cork.	Clonmel and Carrick-on-Suir.
Waterford and Mallow.	Clonmel and Cork.
Waterford and Portlaw.	Clonmel and Portlaw.
Limerick and Cahir.	

In addition to all the benefits deposed to by the witnesses before the Committee, an arrangement for conveyance of a day mail over the Waterford and Limerick Line would enable the Postmaster-general at any time to establish the above day mails without any additional expense; although up to this period there has been no pressure put upon him to do so, there is no reason why the convenience should not be afforded, and it is only fair to take it into account in the present inquiry.

Lunæ, 9° die Julii, 1855.

MEMBERS PRESENT:

Mr. Meagher.	Mr. Maguire.
Mr. Fagan.	Mr. Barrow.
Mr. Henry Herbert.	Mr. Wickham.
Sir S. Northcote.	Mr. F. Scully.
Viscount Monck.	Mr. Wilson.
Mr. Liddell.	Mr. Ricardo.
Mr. Grogan.	Mr. De Vere.

THOMAS MEAGHER, ESQ., IN THE CHAIR.

Mr. *James Delahunty*, called in; and Examined.

Mr. *J. Delahunty.*

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716. *Chairman.*] YOU are, I believe, Coroner for one district of the county of Waterford?—For the Eastern District of the county of Waterford.

717. What portion does that comprise of the county?—It comprises half the county; it extends to within a mile of Dungarvan, and to Clonmel, Dungarvan on the south side, and Clonmel on the north side, to the suburbs of Clonmel, which are in the county of Waterford. It is a district of about 30 miles square.

718. Including the city of Waterford of course?—No, it does not include the city.

719. Are you not coroner also for the city?—Yes, in virtue of being coroner for the county.

720. Where do you reside chiefly?—Chiefly at Tramore.

721. That is also in the district of Waterford, for which you are coroner?—Yes.

722. Has

722. Has it come to your knowledge that inconveniences exist, or have you experienced inconveniences in the postal arrangements of the district?—Yes, many.

723. Will you be so good as to state them?—If any casualty takes place in my district, and I am advised of it by post, there is no part of the district where my reply to the police, directing them to summon a jury and summon witnesses, could be done at all within the time; there is a delay of three or four days, and the nearer the post town, the longer would be the period for receiving my answer.

724. Will you give some instances in illustration of your statement?—If we take Kilmeaden, the post from which is brought by the railway connecting Tramore with Waterford, and it runs every hour or two hours.

725. Mr. *Liddell.*] What distance is Kilmeaden from the railway itself?—Tramore is 7¼ miles from Waterford, and Kilmeaden is equally distant from Waterford and Tramore; about six or seven Irish miles.

726. Situated on the line?—No; it is the same distance from Tramore as from Waterford; but there is a rail connecting Waterford with Tramore, and the post goes round by Waterford to Tramore. If a casualty occurs to-day at Kilmeaden, and a letter be written to me by the police, it is posted to-day (Monday), it arrives in Waterford the next day about 12 o'clock, it remains in Waterford till night, and is delivered in Tramore on Wednesday morning. My reply to that goes to Waterford that day, it remains in Waterford until the next afternoon at half-past two or three o'clock, and it is delivered in Kilmeaden, I think, on the Friday.

727. That is to say, an answer to a letter posted on Monday in Kilmeaden cannot be received until the following Friday?—Yes.

728. What is the distance?—About six Irish miles.

729. *Chairman.*] You state that as an illustration of the general character of the postal arrangements in your district?—Yes; I generally destroy the letters that I receive from the police, but I happen to have one here from Leamybrien, which is on the road from Waterford to Dungarvan. On Wednesday a casualty occurred; the police received an account of it on the next morning, and they wrote to me upon the Thursday; I should say, that in order to facilitate matters, I keep an office in Waterford, because if letters were always to go to Tramore, I should lose a couple of days; but even by getting the letters in Waterford I am always sure to be late, unless a special messenger is employed; on Friday the 25th of May I got this letter, and I wrote within half an hour after receiving it, and this is a letter from the constable on the 27th of May, informing me that he received my letter that morning at 11 o'clock, although I wrote by return of post, half an hour after receiving the letter on the 25th of May, and he had in the interim to inter the body. I have, in fact, for the sake of common decency, to give instructions to that effect, and in many cases I have to disinter bodies where there is a necessity; there is no part of the entire district where I can answer a letter sooner than some three or four days.

730. The two instances you have mentioned are on the direct mail line from Waterford to Dungarvan?—Yes, precisely; if I want to write to Bonmahon, within 12 miles, the mail goes another route; I write, say to-day, from Tramore, and the mail leaves Tramore at half-past four in the evening, and the mail taking Bonmahon letters leaves Waterford at half-past four, so that the mail gets in a quarter of an hour too late to catch the Bonmahon mail to be dispatched that day; it remains in Waterford till the following day at half-past four, and it is delivered in Bonmahon the day after that, and Bonmahon is only 12 miles from Waterford or Tramore.

731. Is there a direct mail conveyance from Waterford to Bonmahon?—No: it is taken with the Cork letters, and goes by the Goold's Cross car as far as Carrick; it is then, in the morning, sent by car to Portlaw and Kilmacthomas, and then by a foot messenger from Kilmacthomas to Bonmahon.

732. Have you anything to say about the other portions of your district?—Carrickbeg is in my district; the river separates the county of Waterford from Tipperary, and although there is rail accommodation all along the route by the river up to Clonmel, a letter written to-day will not be delivered until the second day after at any post town near the railway.

733. That is in consequence of their arriving in Waterford a quarter of an hour too late for the dispatch of the car from Carrick and Clonmel?—Yes.

734. Mr. *Liddell.*] You are speaking, I presume, of Carrick-on-Suir?—Yes.

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735. Is that the extremity of your district in that direction?—No; Clonmel is the extremity.

736. Then it would appear that your residence is very inconveniently situated for the locality over which your functions extend?—By no means, because it is within a quarter of an hour of Waterford, the county town; if it was in any other part of my district it would be impossible to reach me so soon.

737. Does your district extend to Dungarvan in a south-westerly direction?—Within a mile of Dungarvan; in fact, I may say, I am in the most convenient part of my district to be reached.

738. Founding that upon the circumstance of your having direct railway communication with parts of the county?—Yes, there being more direct mails to that district than any other part that I can reside in.

739. Mr. *Barrow.*] You would not say that Tramore is more convenient than Waterford?—No, but Waterford is not exactly in my district; I must reside in my district.

740. Sir *S. Northcote.*] I thought you said you were coroner for Waterford as well?—I am, by virtue of my being coroner for the county; I am by that fact coroner for the city.

741. Would it not be legal for you to live in Waterford?—I dare say it would.

742. Mr. *Barrow.*] You do not mean to say that you are under any legal prohibition from residing in Waterford?—I do not think I am; I think Waterford may indirectly be considered in my district, but if it is not indirectly to be considered a portion of my district, I am bound to reside in the county of Waterford.

743. Is Waterford city a county of itself?—Yes; even if all my letters came to Waterford, and most of them do come to Waterford, because I am forced to have them addressed so for greater convenience, the inconvenience of the delay would be enormous.

744. But not exactly the same?—No.

745. It would make a difference of a day?—Yes, and sometimes two.

746. Mr. *Liddell.*] You made use of an expression in the early part of your evidence that you could not receivey our letters "within the time;" do you mean by "within the time," within the time that decency would forbid the bodies remaining unburied?—Yes, because in many instances the police are forced to bury bodies previous to my going there, and in this case, the letter about which I hold in my hand, they were obliged to inter the body.

747. Sir *S. Northcote.*] One main cause of the inconveniences you have been mentioning is the departure of the mail from Tramore too late to catch the train from Waterford?—That is one reason.

748. That, I suppose, might be remedied by a somewhat earlier departure from Tramore, might it not?—Of course.

749. Would there be any objection, do you suppose, to the departure of the mail from Tramore an hour or half an hour earlier?—It would be limiting the time given for correspondence, for at the present moment the mail goes out much too early, if it could be helped.

750. There would be a more limited time for writing letters in the day, but there would be a saving of time by getting the letters a day earlier?—Of course there would be, looked at in that light; but we think, at Tramore, that we ought to be enabled to send out our letters at a much later hour, because there is railway accommodation to Waterford every hour, and the mails would be brought by railway for something like 1½*d.* a mile.

751. Have you ever brought those circumstances under the notice of the surveyor of the district?—No, I have not personally; but there has been a great deal of agitation going on from time to time; I have not taken any part in it.

752. *Chairman.*] Do you think the best remedy for the inconvenience you speak of, would be the later dispatch from Waterford of themail for Clonmel?—Yes.

753. Sir *S. Northcote.*] Is Tramore a place of much commercial business?—It is a place resorted to in summer by a very large number of people; it is a sea-bathing place; the receipts of the railway will tell you that; I think they were 148*l.* last week.

754. It is not a place for commercial business of any magnitude?—Commercial

mercial men from all the districts round come there in the season and live there, and some Members of the Legislature live there also.

755. People, for instance, having houses of business in Waterford would probably go there?—Yes; and persons in Clonmel and Limerick.

756. *Chairman.*] But there is a fixed population in Tramore?—There is a fixed population of about 3,000, but it is doubled in summer; it amounts then to about 6,000

757. Sir *S. Northcote.*] Would it not be more convenient for commercial people in Waterford who go to Tramore to bathe to have a mail communication from Tramore to Waterford a little earlier in the day, so as not to lose a whole day, than to have an hour or two more for writing the letters at Tramore?—Of course, of two evils you should choose the least; but I should imagine that would be the wrong way to mend the thing.

758. But at present you have the greater of two evils?—Yes, as far as the south of Ireland is concerned. As far as the London and Dublin mail goes, they are all right, because the mail that leaves Tramore at half-past four is in sufficient time to go by the Dublin and London mail that leaves Waterford at half-past seven.

759. You say there are trains continually running from Tramore to Waterford; has any attempt been made to get the railway company to carry the bags by an earlier train than the half-past four?—No; but I believe the railway people would be satisfied to bring the Dublin day mail if necessary, or to carry the mail by any trains selected, or to carry them by all the trains for two payments of 1½*d.* a mile a day.

760. Viscount *Monck.*] Is not the mail carried now by the Tramore and Waterford Railway?—Yes.

761. *Chairman.*] Will you explain what is the hour of the train that conveys the mail from Waterford to Tramore, and from Tramore to Waterford?—It arrives at 9 a.m., and leaves at half-past 4 p.m.

762. That is the train from Tramore to Waterford?—The mail leaves Tramore at half-past four, and the letters to Cork, Clonmel, Limerick, Tipperary, and all that district, leave Waterford at half-past four.

763. I find here from the table there are six trains in a day from Waterford to Tramore on week days?—There are eight at present.

764. And there is only one train out of those eight trains that is made use of for the mail?—That is all; I may mention that some time ago I was in a place adjoining the west of the county of Waterford, and I wrote to a solicitor of Waterford to defend a process I had been served with, certainly in sufficient time to have him receive it, and owing to the mails going round by Dublin in place of going direct or by Goold's Cross, my letter was received too late to enable him to defend it, and I was decreed for not defending it.

765. Mr. *F. Scully.*] What was the post town from which you wrote?—It was from Fermoy I wrote the letter, but Tallow and Lismore are the same; the mails go to Dublin.

766. Mr. *Grogan.*] Is there any objection on the part of the railway directors to carry the mail by any other trains than by that one train?—None whatever.

767. How is it that the Tramore people do not get the convenience of an earlier and more convenient mail?—I believe it is owing to the Post-office regulations; the letters to the west of the county of Waterford, and also to Cork, Tipperary, and Limerick, leave Tramore at half-past four; the mail from Waterford that they should go by leaves at the same hour, so that they arrive in Waterford a quarter of an hour too late, and they arrive in Waterford three hours too soon for the Dublin mail.

768. Then if I understand you correctly, it is discretionary with the Post-office to send the mails by any trains running from Tramore to Waterford, selected by Postmaster-general?—It is discretionary with the Post-office to send the mails by any one of the trains, or if they paid 1½*d.* a mile for another train, they could send then by every train, that is, they could send them by eight trains on payment for two.

769. But inasmuch as they only pay one 1½*d.* per mile they only send but one train, which starts at half-past four?—That starts at half-past four, and letters for the county of Waterford and Bonmahon and Portlaw, and the county of Clare and Tipperary, and Limerick, and all the south-west of Ireland, are dispatched at half-past four from Tramore, and the Waterford mail to those places is

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dispatched at the same hour, so that they arrive a quarter of an hour too late to be sent forward; they must remain in Waterford all night.

770. Viscount *Monck.*] How long has the arrangement with regard to the transmission of mails by the Tramore and Waterford line been in force?—About two years; the railway has not been long opened.

771. This arrangement has been going on since the opening of that railway?—About that time.

772. Have any remonstrances been made to the railway authorities?—There have been several remonstrances made.

773. What answer has been given?—I cannot say.

774. Mr. *Grogan.*] Have you any doubt from what has occurred that the Post-office authorities are cognisant of the inconvenience that has arisen?—I have no doubt of it.

775. And notwithstanding they have allowed this inconvenience to continue for two years, or whatever time the arrangements have been made?—Yes; near my office in Waterford there is a receiving-house, and although it purports to send letters to the principal post-office three times a day, yet if I post a letter there for the day mail or for the Cork mail, that letter remains there until the evening, and is not sent forward until the night mail to Dublin and London goes up.

776. Viscount *Monck.*] Are you aware whether any remonstrance has been made about that?—As I said before, all I know about remonstrances is, that I know there have been memorials and petitions and letters innumerable sent from the locality; I heard so, but I have never been cognisant of them myself. I know this particular fact to be the case, because I was told it by a party keeping the office, that the only way they had of sending up the mails was by the foot messenger bringing the mail from Passage calling, on passing by the door.

777. Mr. *Liddell.*] Who appoints the person who has charge of that receiving-house?—I believe the Postmaster-general.

778. Mr. *Grogan.*] You mentioned an instance in which you had some action or other against yourself, and had occasion to write to your solicitor?—Yes.

779. Will you just mention the days, so that we may really understand it; the time that elapsed between the receipt of the notice, your letter to the solicitor, and its arriving?—I wrote to-day, say, from Fermoy, in the middle of the day.

780. When was the letter posted?—Posted by myself about one o'clock.

781. When did you get an answer to that letter; did you get any answer at all?—I had gone to Waterford; I did not require an answer; I merely wrote to my solicitor to defend the case.

782. That is, wrote from Fermoy to your solicitor in Waterford, to defend some action for you?—Yes.

783. When did you go to Waterford?—I arrived in Waterford on the Thursday.

784. What did you hear when you got there?—I heard that the letter that ought to have been received on Tuesday or Wednesday, was not received until Wednesday evening, just immediately after the case was disposed of against me, in consequence of their being no instructions to defend the case.

785. Do you mean four or five o'clock in the evening when you say Wednesday evening?—Yes.

786. Had you reason to think that the letter had miscarried, or that any accident had occurred which had carried it on contrary to the usual course of delivery?—It was the usual course of delivery; I thought the letter would have gone by Goold's Cross to Waterford, but it appeared that the regulation was, that the letters should go up to Dublin; it went up to Dublin, and then came down by the day mail, which at that time was delivered in Waterford it seems at four or five o'clock.

787. Did you make any complaint, or send any memorial to the Post-office authorities in consequence of the delay in the delivery of that letter?—No, I did not.

788. What distance is Fermoy from Waterford?—It is about 43 Irish miles; it is within four or five miles of the county of Waterford; it is not more than six miles out of the district.

789. Mr. *Barrow.*] So that a letter which leaves Fermoy in the evening should be in Waterford the next morning?—Yes, if sent direct.

790. And if it was forwarded by the Dublin evening mail, it would be delivered in

in Waterford the third morning?—Yes; there must have been some stoppage on the road.

791. Mr. *Grogan.*] Did you make any inquiry at the post-office with regard to the delay of that letter?—No, I did not; I considered it came in the ordinary course as regulated. I have already stated, that if a letter was written to me, announcing to me a casualty at Kilmeaden, within six miles of Waterford, by post, by no possibility by post can my answer to that be received, supposing I was written to to-day, before the following Friday.

792. Then if you have a communication of that kind to send, do you always trouble the post?—The police will often write by post; I have a letter here, which I had lately by post, to which my answer, although I wrote immediately, was not received till four days after the casualty had occurred. As I said before, by no possibility can my letter in answer to any announcement of the sort be received in sufficient time to prepare for an inquest. In fact, the body must be interred; common decency would require that the body should be interred previous to my answer being received.

793. Within six miles of the town of Waterford?—Yes.

794. *Chairman.*] At what hour is the mail dispatched for Tramore from Waterford in the morning?—At a quarter to nine o'clock.

795. That conveys the Dublin night letters, and the Clonmel and Limerick?—Yes.

796. How long are the Dublin letters and English letters detained in Waterford?—From five until nine o'clock in the morning, and from five until half-past seven in the evening.

797. Without being dispatched?—They are detained three hours going out; the Dublin letters arrive in Waterford at five in the morning; they are dispatched to Tramore at nine in the morning, in order that the Cork and Clonmel letters should go with them.

798. But if there was an early arrival of Clonmel and Limerick letters in Waterford, they could all go by an earlier train?—By the quarter to seven train.

799. Mr. *Liddell.*] Within your knowledge, have those local inconveniences ever been brought under the notice of the surveyor of the district?—I am sure they have been, because I have seen memorials and memorials signed, remonstrating with the Post-office respecting the inconveniences. I have never taken any active part in them myself; but I know that memorials and petitions and letters have been forwarded to try to have those defects remedied.

800. Have those been addressed to the surveyor, or to the Postmaster-general? To the Postmaster-general, and I believe Members of Parliament have been repeatedly solicited to bring the cases forward.

801. Where does the surveyor of the district live?—I do not know; I suppose in Dublin.

802. *Chairman.*] Do you know any such person at all as the surveyor of the Post-office for that district?—I do not.

803. For the last six months or more, are you aware that the inhabitants of Waterford, and other places in that district, have been remonstrating and appealing to the Postmaster-general, and to the Lord Lieutenant on one occasion, to remedy all the inconveniences of which you are complaining?—I have attended public meetings, calling upon the Postmaster-general to remedy them.

804. As far as you know, there is no such official person known in Waterford as the post-office surveyor of the district?—I am not aware of any.

805. Mr. *Grogan.*] Have you any police or military stationed at any time at Tramore?—There is a police station there; not a military station.

806. Do they send men down to practise gunnery there?—Sometimes.

807. How many will there be in a detachment?—I have seen 100 men there, foot and artillery.

808. Do they stop in the town, or return the same day?—Return the same day.

809. They only come down from Waterford, and return?—Yes; I have seen a very large number of men there.

810. Viscount *Monck.*] How many trains run upon the Waterford and Tramore Railway in a day?—There are eight during the day on week-days, and 10 or 12 on a Sunday. If you calculate the amount received by the railway, there must be about 500 or 600 people a day travelling.

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811. Mr. *F. Scully.*] What is the distance by rail?—A quarter of an hour is allowed for a train performing the distance.

812. Viscount *Monck.*] The arrangement with the Post-office, I think, is, that they may send the mail by any one train during the day?—Yes; if they select any one train, they may send by it.

813. It would be much more inconvenient to Tramore to have their letters sent by the three o'clock train than by the one after that?—It is the balance of evils; because even at present they are limited in time for their answers to their Dublin and London correspondents.

814. Mr. *F. Scully.*] At what time is the mail delivered in Tramore from Waterford?—Between 10 and 11 o'clock. The Dublin mail leaves Waterford at half-past seven, and it leaves Tramore at half-past four, so that it remains in Waterford for three hours.

815. The mail to Clonmel and Limerick leaves much earlier?—Yes; the mail to Limerick, Clonmel, Clare, Cork, and Kerry, and all those districts, leaves Waterford at half-past four.

816. Would it not remedy that inconvenience if, instead of leaving Waterford at half-past four, it left at eight o'clock in the evening?—No doubt; and if the Post-office would expedite the London and Dublin mails by either the Limerick or Kilkenny Railway, all the grievances we now complain of would be remedied.

817. Viscount *Monck.*] How do you mean remedied?—I mean that if the Dublin mail was dispatched by railway from Waterford, and brought to Waterford, it would come into Waterford at such an early hour that they could send forward the local mails by night; they could send them forward to all parts of the county at a very early hour, so that they could be delivered at six or seven o'clock in any part of the county in the morning.

818. You mean that the Kilkenny Railway should be used for the night mail?—Either that or the Limerick, I do not care which; because either of them would bring in the mails at one o'clock.

819. Mr. *F. Scully.*] If the Clonmel mail was dispatched from Waterford at seven, or half-past seven or eight o'clock, in place of half-past four, as at present, would not that give ample time in Tramore for answering all letters that might be received in the morning; because, in place of leaving at half-past four, they could leave at half-past six?—Yes.

820. Leaving at half-past four, those letters do not arrive in Limerick till too late to be answered the next day?—Yes; they do not arrive until the second day after posting.

821. If you had a mail to go by the night train they would arrive early in Limerick, Cork, Tipperary, and all towns along that line?—Yes. No doubt, if the mail from the county town was expedited by using the railway, in place of sending it by car, all the rest would follow as a matter of course.

822. Mr. *De Vere.*] Then your recommendation resolves itself into these two things, that the hour for the mail leaving Waterford should be postponed from half-past four to half-past seven or eight; and that, secondly, to avoid loss of time by that, the mails should be dispatched by rail, instead of by car?—Yes. If the mail was dispatched by rail, instead of by car, the mail would arrive early in the morning which now arrives at half-past eight, and is not dispatched until a quarter to nine; if it arrived at the early hour, which it would if the rail was used, it would be in sufficient time to send the Dublin mail and the London mail to all parts of the county at an early hour, and the mails would not now be delayed for the purpose of trying to catch the Dublin and London mail. The local mails are all now delayed for the purpose of trying to catch the London and Dublin mail.

823. And you think that the London and Dublin mail is dispatched at an unnecessarily early hour, because the railway is not used, but small local conveyances are used instead?—The London and Dublin mails from Waterford are dispatched at half-past seven; they might be dispatched later, if the railway was used. Of course, if that was so, there would not be much to complain of; but as to Bonmahon, Kilmacthomas, and all that portion of the county of Waterford, their London and Dublin correspondence is sought to be delivered by cars, one through Carrick to Goold's Cross, and another through Clonmel to Goold's Cross, and it is by trying to cheapen the thing in those directions that has altogether put us out in our local postal regulations.

824. Mr.

824. Mr. *Grogan.*] You mean to say, that the direct mail from Waterford, through Dublin to London, is dispatched at half-past seven?—Yes.

825. But that all letters to the westward of that line are dispatched at half-past four, and have to go the circuitous route you have described?—They have to go three routes; some have to come down to Waterford, such as from Leamybrien and Kilmeaden; some, that is the Bonmahon, Kilmacthomas, and Portlaw go by car to Carrick and Dungarvan, and other places by car to Clonmel, in order to catch the Cork mail, which is dispatched from Waterford by car to Goold's Cross at half-past four.

826. Sir *S. Northcote.*] Does a letter going to Leamybrien go first through Kilmeaden?—It does.

827. Then it goes through Kilmacthomas to Goold's Cross?—Letters to Bonmahon go by Carrick through Kilmacthomas.

828. Do you mean that, there being a communication direct from Waterford to Kilmacthomas, those letters are not sent by that, but go all the way round by Carrick and Portlaw?—I believe so; although the two cars run at right angles, and intersect each other.

829. Mr. *F. Scully.*.] What time must letters be in the post-office at Waterford to go to Dungarvan?—At half-past three or four. I think the Dungarvan has to go round by Clonmel; if they do not go by Clonmel, but go direct by Lemybrien, they must be in the post-office by two o'clock.

830. So that any letter from Tramore or Dunmore, or that district, cannot reach that post?—Certainly not; it must remain a day in Waterford.

831. Viscount *Monck.*] Which is the larger amount of correspondence; the correspondence with the northern portion, the Dublin and London correspondence, or the correspondence which goes to the south and west, which you say is delayed?—I suppose they are equal; I suppose the correspondence of the whole of the county of Waterford, and the county of Tipperary; because Waterford is the shipping port of Tipperary, and I may say, to a certain degree, is the shipping port of Limerick, and all that district of the Suir valley; the correspondence must be very large. I am very certain of this, that there is more mercantile correspondence inconvenienced than there is convenienced.

832. I do not understand you generally to complain of the mode adopted for the transmission of the mails towards Dublin?—No, I do not complain of that; I do not complain of the mere correspondence from Waterford to Dublin and to London, except in sending it by car to Maryborough.

833. Do the letters fail of arriving?—I do not know it of my own knowledge; but I know this much, that during the winter, and for some weeks during the winter, the railway company, to convenience the public, brought the bags when they could not have come by the car.

834. That was owing to the snow?—Yes; they used to come to Kilkenny, and then, in the morning, be brought from Kilkenny by rail from Waterford. That occurred many days.

835. The Post-office does employ, for the purpose of transmitting the day-mail, the Waterford and Kilkenny Railway?—Yes; but I am told by one of the directors they intend giving it up.

836. The directors mean to give it up?—Yes; they are losing by it, because they are obliged to have an extra train to carry the mails at the hours required. If they could carry the mails by ordinary trains, or in such a way as would not involve expense of an extra train, they would be satisfied with the present price, 6*d.* or 8*d.* a mile.

837. In order to remedy the inconveniences you complain of in the southern and western transmissions, it would be absolutely necessary to employ one of those two railways?—Yes.

838. Do you think the Post-office would be justified in doing that without any reference to the probability of repayment being obtained from such a source?—I am very certain, from my knowledge of the locality, that the Post-office would not lose by it, if the whole matter was gone into fairly.

839. Have you any idea of what the expense would be of employing either of those railways you have mentioned?—No, I have not. I have made no calculation with reference to that.

840. Then on what do you base your suppositions that the Post-office would not lose?—I base my suppositions upon this ground, that in the county of Waterford alone there are 150,000 people, and that the counties of Tipperary and Kilkenny,

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Kilkenny, and those other districts, embrace a very large population. The business done in connexion with the port and trade of Waterford is not very small, and if a fair proposition were made to the railway companies, I am certain they would acquiesce in a figure that would not be more than the Post-office would receive in revenue. The Post-office would not lose by it. It might, perhaps, involve the whole of the revenue, but it certainly would not involve more. I believe, when the penny postage was established, it was considered it would not pay the expense, and it was mostly taken up on the principle of the advantage to the commerce of the country; and if, in a locality like the south of Ireland, the expense would not be more than the receipts, it would not be too much to ask the Legislature of the country to give them that benefit. I have no doubt they would not require more than the receipts.

841. Mr. *Grogan.*] You mentioned the inconvenience to Kilmeaden, situate six miles from Waterford?—Yes; it is the post-town of the district.

842. Does that same inconvenience you have described in postal communication between Waterford and Kilmeaden apply to all the towns in the vicinity of Waterford?—It does, to all, with the exception of Passage and Dunmore; that is to the south-eastward.

843. Will you explain what the exception means?—It is the district within five or six miles of Waterford, towards the mouth of the river.

844. Have they greater postal convenience there than you have?—No; but the advantage I have there as coroner in forwarding a letter to Passage or Dunmore is this, that I can send any letter by the train to Waterford and post it this evening, and a reply is got the next morning.

845. You mean, if you were writing from Tramore to Dunmore or Passage, your letter posted to-day would be delivered to-morrow morning?—No, it would not be delivered till the following morning; but by sending it by train to Waterford I get it conveyed on by post.

846. You mean by sending it in by rail as a parcel?—Yes.

847. Is that practice much resorted to?—Yes, it is much resorted to.

848. Is Tramore a post town?—Yes.

849. Are you coerced to live in any part of the county in particular?—No.

850. How many coroners are there in the county?—Two.

851. Where does the other gentleman reside?—Near Youghal.

852. Viscount *Monck.*] Is Tramore a post or a sub-post?—It is a sub-post; but it is a money-order office.

853. A sub-post to Waterford?—Yes.

854. Mr. *De Vere.*] Have you reason to know that the practice of sending parcels by railway is resorted to by the people of Waterford?—Yes.

855. In consequence of the extreme inconvenience of the present postal arrangements?—Yes; I have seen letters sent by them repeatedly to be posted in Waterford; innumerable times.

856. Then in fact, if I understand you correctly, the mercantile gentlemen residing in Tramore with their families for the summer, find it necessary to use the railway to send their letters to Waterford in order to catch the post in Waterford?—Yes, and in Clonmel; for instance, I wrote to a gentlemen lately, and he knowing that the reply would not come as it ought to come by what you call the regular course of post, sent it from Clonmel by railway.

857. Mr. *F. Scully.*] What did it cost?—I do not think that letter cost much, because he was enabled to do it knowing the manager or the station-master.

858. If he had had to send it as a parcel what would it have cost?—It would have cost a shilling, I suppose, and I would have gladly paid 5 *s.* to receive the letter.

859. Mr. *Barrow.*] With respect to the difficulty of communicating with Kilmeaden from your office, you have in Waterford an opportunity of sending once a day to Kilmeaden?—Yes, except on Sunday; there is no mail on Sunday.

860. And at your office in Waterford you equally receive a letter once a day from Kilmeaden?—Yes, but too late at my office at Waterford to answer it that day.

861. So that the remedy you would propose for that would be sending out the mails later in the afternoon?—If you can accelerate the arrival of the London and Dublin mails it will obviate all, because it is the trying to forward the London and Dublin mails to those localities that has put us all astray.

862. I understand you to agree with the evidence already given by one of the witnesses,

witnesses, that if the mails were brought into Waterford a little earlier in the morning than they come at present, so as to be sent out all by the same conveyance and dispatched from Waterford a little later in the evening, that would remedy the greater part of the evils?—Yes, there are three mail cars employed to do the business of the district that I speak of, and one would be sufficient if the letters arrived early.

863. Mr. *Maguire.*] You alluded to the chance of the services of some other railway being dispensed with?—What I said was as to the day mail on the Waterford and Kilkenny, that the remuneration the company are receiving at present is 6 *d.* or 8 *d.* a mile, and they are losing by the conveyance of the mail, in consequence of having to put on an extra train; if they were not forced to put on an extra train they could do it at the price.

864. If the Post-office do not arrange with the railway company will the inconvenience to the public be of very great moment?—Immense the inconvenience that will be felt in the Dublin and London communication.

865. In all the communications?—Yes.

866. Under what circumstances was that arrangement made between the directors of that company and the Post-office; was it a matter of arbitration, or a matter of private agreement?—A matter of private agreement.

867. Mr. *Liddell.*] So that, speaking generally in your public capacity as coroner, you experience very serious inconveniences from the postal communications with all parts of your district?—Yes.

868. Viscount *Monck.*] That is because you choose to live at Tramore?—Not a bit of it; even if I lived in Waterford, which is not within my district. But if I lived at any other post town in the county but Tramore, the inconvenience would be greater.

869. Mr. *Liddell.*] You stated in the early part of your evidence, that you considered that your situation at Tramore, from the direct railway communication, is rather convenient than otherwise for all parts of your district?—Yes; only for which, in fact, the inconvenience would be doubled. I have an advantage at Tramore, because I have a railway at my foot, and my parcels all go through in consequence of being an annual subscriber, so that there is no expense in sending in my letters; but if I were out in any other part of the county the inconvenience would be greater.

870. Mr. *De Vere.*] I think you said that the distance from Bonmahon to Tramore is about 10 miles?—Ten Irish miles.

871. There being occasion to report a death for the purpose of an inquest from Bonmahon police station to you at Tramore, it involved a correspondence which occupied five days?—About four days.

872. Why did not the police send a messenger across the country to you and get an answer in two hours?—That involves a special messenger.

873. Have you made any representation to the police authorities with respect to that?—Wherever there is a murder case, or a very serious case, they have sent specially. Besides being inconvenienced as coroner I am inconvenienced in other capacities as well, because I am a land-agent, and receive rents and letters from different parts of the district, and I am also a receiver of droits, and in all the communications I receive I am inconvenienced by the postal arrangements.

874. You say that you keep an office in Waterford?—Yes.

875. If a message concerning your professional duty as coroner were to arrive at that office at such a time as that, there would be a loss of time in sending it out by post to Tramore; would your office-keeper communicate to you by rail?—He would.

876. Did he do so in the police case you have mentioned at Bonmahon?—I did not refer to Bonmahon; I only mentioned the case at Leamybrien as a special case; I did not mean Bonmahon as a special case; in the case of Leamybrien, I happened to be in Waterford when the letter arrived, and I answered it in half an hour.

877. But are your instructions, that if time would be lost by post, a special messenger should be sent to you at Tramore?—My instructions are, that if an inquest letter arrives the office-keeper should open it, and he should send a copy to Tramore, leaving the original at Waterford, so that I may get it at either place, so that if I happen to come in, in the interim, the letter would be received by

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me in Waterford, and if I do not come to Waterford a copy of it is sure to come to Tramore.

878. Has that copy to be sent by post or by a special messenger?—A special messenger or railway.

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879. Mr. *H. Herbert.*] YOU are a Member of Parliament?—Yes.

880. Have you a postal grievance to complain of as regards the transmission of letters to Kinsale?—I have; I think, in the first place, that the conveyance of the mail by one-horse car is insecure, for it leaves in the middle of the night, comes to Kinsale through the very worst part of all the city, and though we have had no robberies, and a blot is no blot till it is hit, yet there is danger of it; what I complain of chiefly is, the insufficiency of the mode of conveyance, and, as a proof of that, in February last, during the snow, we were six days without a mail.

881. I believe you can state the days?—The 16th of February was the first, and we had no mail until the 22d; we were six days without having a mail, and there are over 2,000 letters weekly delivered from our post-office.

882. Did you take any steps upon that occasion to get the mails in?—I did.

883. Will you state to the Committee what those steps were?—I had my house besieged by all the military, and by the public authorities and people belonging to the place, remonstrating with me, they thinking that I could do something for them, and I went to the postmaster and asked him whether he could have this matter arranged, and could try and have the mail brought up to us. He said, "No, the contractor would not venture." I sent for a man that hires out horses, a jingle driver, and I asked him, would he go for the mails for me; he said, "Yes, if I would give him 35*s.*" I did; I paid him 35*s.*, and he sent off two horses to the half-way house, and he brought up the mails.

884. Were they ordinary post horses?—Yes, or worse; they were jingle horses.

885. Then a pair of ordinary post horses were able to overcome the obstructions to the mails, which the ordinary means of conveying the mails were unable to pass?—Certainly.

886. Then, I presume, you complain of the species of conveyance that carries the mails to Kinsale?—My idea is, that if the Post-office sent the mails by the Bandon rail, which comes, as you perceive, half-way to Kinsale, that would be a great improvement. I can read a letter from one of the directors, who says that he has offered to bring the mails at the rate of 2*d.* a mile, taking advantage of their present time of departure, but that if required, he will take the mails at any hour during the night for 1*s.* a mile. Now, I think, where such an offer as that has been made, it should be accepted. I heard, the other day, Mr. Hill say that 2*d.* a mile was the average of all the postal communications of Ireland, and 1*s.* 3*d.* was the average by car; this would be done at a more reasonable rate; the mails would be brought one-half of the way by rail, and the other half by one-horse car. I have no objection to that, because we get into a more quiet country then.

887. Will you read the passage of the letter to which you refer?—Yes; this letter is from the principal director of the Bandon Railway, the manager, Mr. Shaw; it was written at the request of Lord Bernard to me, who complains bitterly that a one-horse car should go 20 miles from Cork to Bandon, when the rail goes all the way, and could convey the mails in so much shorter a time: "Lord Bernard has requested the local committee here to furnish you with some facts respecting the imperfect postal conveyance between Cork and Bandon." That applies in the same way, half, to Kinsale. I presented, moreover, several petitions from the people of Bandon, complaining of this to The House. "The people of Bandon, and the more western portion of the county have, as you are aware, frequently memorialised and petitioned for the mail being sent by rail to Bandon. The more western towns would not derive so much benefit therefrom as Bandon, and therefore it would perhaps, at present, be prudent to confine the statement to this town only. At present there is only one mail per day sent to Bandon: it leaves Cork by a one-horse car at about 3 a.m.; a most unsafe conveyance for money, and imperfect carriage in severe weather. Last winter the communication was wholly put a stop to for four

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four days, when the railway company, wishing to oblige the Bandon people, took the mail and its messenger free for about a fortnight, until the road was fit for a car to travel. Roads are always more readily impeded than railway lines, and when impeded, there is no party to bear the expense of clearing them. I don't know the payment this one-horse car receives from Government: this you can doubtless procure information upon in the proper quarter. The Cork and Bandon Company offered to run a night train for 1*s.* per mile, at any hour the Post-office require; but lest this might, as it would, come too expensive for the Post-office, they offered to take it by their ordinary trains at 2*d.* per mile; a price, I fancy, below that paid to any railway company in Great Britain or Ireland, and one which explains my statement, that 'we have no inducement to stir in the matter, because it would only produce to the company 40*s.* per week, and would therefore form so small an addition to their traffic, which averages 230 *l.*, as not to be worth taking any trouble about.' But the greatest deprivation to the Bandon people is not having an afternoon mail out of Cork. The mail which leaves London at 5 p. m. is delivered in Cork at 4 p. m. next day, but is not forwarded to Bandon until 3 a. m. on the following morning; and this prevents them from replying to it for an entire day longer than a Cork trader, who is only removed from them by one hour's travelling. Now, if the Post-office gave the railway company 100 *l.* per annum, we would take out this mail, which leaves London (say on Monday) at 5 p. m., and reaches Cork at 3 p. m. Tuesday, the same evening to Bandon, for 50 *l.* per annum, and bring in a mail next morning at 8 a. m. to leave here (Cork) at 10.25 a. m., and be delivered in London the following mid-day delivery for 50 *l.* more; thus costing the Post-office only 100 *l.* for the two mails, one each way, or only 50 *l.* per annum if one mail, either out or in, as they chose; for this payment the company either to take a Post-office messenger free with the mails, or to guarantee their safety between the two termini. At present, for want of a day mail, the inhabitants of Bandon are forced to send their letters by hand to Cork; the space, one hour, is so short that there are numerous private hands coming, and the intercourse in business matters is extensive; but this prevents the Post-office from receiving the revenue from Bandon they would otherwise get."

888. Is the Committee to understand you that you would suggest as a remedy for the evil you complain of, that the mail should be carried by railway?—I think so.

889. Viscount *Monck.*] Both night and day?—I do not mean to say if it cost too much; but if it did not cost too much I think it would be a very great boon to the district; there is a very large population to the west of Bandon; there are very large towns there. With regard to the town of Kinsale, the mail which leaves at five o'clock in the evening will not be delivered till the second day at eight o'clock in the morning; it arrives at Cork at four, and remains there, and is not received at Kinsale till the following morning at eight o'clock.

890. Mr. *H. Herbert.*] That is the day mail from Dublin?—The five o'clock mail from London, the day mail from Dublin.

891. Viscount *Monck.*] It arrives at four o'clock in the day at Cork?—Yes.

892. Mr. *H. Herbert.*] Is there any train which starts by the Bandon railway which would be suitable at present for carrying on those letters?—There is; there is one starts at five in the evening which could take the mail that arrives at four, and I suppose they would have no objection to delay it half an hour for the mail if necessary. At five the Bandon train starts, and it would enable the people of Bandon and Kinsale to receive their letters that evening instead of being kept till the following morning.

893. It is that, I presume, which has been offered for at the rate of 2*d.* a mile?—Yes.

894. Your suggestion is, that the mail should be conveyed by a train to meet the day mail from Dublin?—Yes; the one-horse car has now to travel 20 miles to Bandon, and nineteen miles to Kinsale, whereas the train would relieve them from that, except the nineteen miles to Kinsale.

895. I believe there is no train which leaves Cork that would suit the Dublin night mail?—I do not know.

896. If so, it would be necessary to put on a special train to start at a very early hour in the morning, in order to give that convenience for the night mail from Dublin?—Yes.

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897. And that is the service for which they demand 1 *s.* a mile?—Yes, that is the service for which they demand 1 *s.* a mile.

898. Is it your opinion, that even supposing it to be impracticable to use the railway, the mail car is as well adapted for the service as the importance of the communication deserves?—I do not think it is.

899. I believe it is a very common complaint in that part of Ireland, that the mail cars which have been used of late years, are far less convenient and far less well appointed than they were a few years ago?—Yes; and I am borne out in that, for the horse, in the case I refer to, was so wretched that he could not bring the mail, and these jingle horses were able to do it, so that I take it for granted it is a very inferior description of animal in the car.

900. Viscount *Monck.*] With reference to the night mail, I understand you to be very reasonable, for you say, you do not think they ought to demand that the night mail should be sent by train if it cost too much?—No, I do not think so.

901. Mr. *Maguire.*] If it cost 50 *l.*, do you think that would be too much?—I do not think it would be too much for the interests of the county.

902. Viscount *Monck.*] You would think 600 *l.* a year would be too much, I presume?—Yes, 600 *l.* a year.

903. That is the additional price which the Post-office would have to pay if they accepted the terms of the railway company to carry the night mail?—I do not know that; I saw a letter which I thought gave a different statement.

904. With reference to the day train, I understood you to say, they now start an ordinary passenger train which would exactly suit for carrying the day mail?—Yes.

905. Therefore it would be no inconvenience or additional expense to the railway whatsoever to carry the mail, beyond whatever the additional expense of the person in charge might involve?—I think it would cost less by the railway.

906. Are you aware that the Postmaster-general has offered them a certain sum per annum to carry the mails by that train?—On the contrary, I understood it was refused.

907. The company's proposal was refused, but did you hear that a counter proposal was made?—No, I did not, and this is a letter of a very recent date that I read from the managing man of the company.

908. Mr. *Grogan.*] What is the date of that letter?—Cork, June the 26th, 1855.

909. Is Mr. Shaw, who wrote that letter to you, the chairman or leading manager?—He is the leading manager.

910. Is he their directing manager?—He is their directing manager.

911. Then the whole is under his control?—I think so.

912. Have you the slightest doubt that the entire of the proposal he makes in the letter, he is prepared to carry out, if the Post-office were content to occupy it?—I have not the least doubt of it. He would not make a mis-statement upon any account.

913. If, therefore, any proposal about 600 *l.* is spoken of, it must have been anterior to that proposition?—I should say so.

914. Have you any doubt whatever that the railway company are prepared to stand by that proposal?—He says for 50 *l.* a year each way, that is 100 *l.* a year.

915. Viscount *Monck.*] What does he propose to do for that?—"We would take out this mail, which leaves London (say on Monday) at 5 p. m., and reaches Cork 3 p. m. Tuesday; the same evening to Bandon, for 50 *l.* per annum, and bring in a mail next morning at 8 a. m., to leave here (Cork) at 10.25 a. m., and be delivered in London the following mid-day delivery, for 50 *l.* more."

916. Those two sums make 100 *l.* a year?—Yes, for carrying the mail backwards and forwards.

917. Is there any proposal whatsoever about the night mail there?—I think he says 1 *s.* a mile.

918. Mr. *H. Herbert.*] You have not made the calculation yourself of what that amounts to?—I have not.

919. *Chairman.*] It would not be too much, if the facilities were greatly increased, for conveying the letters?—No; nor am I aware at this moment what the revenue is for the west of the county, but if it is so large as in my idea, it may not perhaps be too high a sum. I am now, however, merely speaking of Cork and Bandon.

920. What

920. What is the distance between Cork and Bandon?—Twenty miles.

921. Mr. *Grogan.*] What is the distance between Bandon and Kinsale?—The railway runs half-way towards Kinsale, and then they would be forced to have a one or two-horse *chemin de terre* for nine miles; they could go by railway no further.

922. If the proposal of the Bandon Company were accepted by the Post-office, that would also accommodate Kinsale very much?—Yes.

923. Do you think you experience as great an inconvenience as the people of Bandon suffer?—Yes, greater.

924. How do you consider the Kinsale people suffer so much more than those upon the railway?—We are much more inconvenienced for this reason, there are numerous trains going backwards and forwards by which letters are carried, which enables them to carry on their correspondence from Bandon, which we cannot do from Kinsale.

925. Is there much commercial business transacted at Kinsale?—Some; not a great deal. We have a custom-house there, and a coast guard establishment too; and there are two regiments there at this moment, and a great number of wealthy inhabitants.

926. What was the strength of the military last winter when you described the road as stopped up?—I think, about 400; it was a depôt.

927. And the commanding officer and the head people of the town all came to you?—They came to me to try and relieve them from their embarrassment; it was a very great hardship, because, as it turned out afterwards, it might have been done much sooner.

928. Were you ever paid the money you advanced?—I was; the post-office sent it to me.

929. Was there any difficulty in getting it?—No, it was sent to me.

930. Would there have been any difficulty in the party in charge of the post-office there sending for the mails in the snow on his own account?—The post-master there has nothing to do with that; there is a contract by a Mr. Fishbourne, who lives somewhere in Carlow, and his under agent there did not know how to act; the mails were brought from Cork to Bandon by the Bandon train, and were left there.

931. Viscount *Monck.*] I believe the night mail for Bandon starts from Cork about three o'clock in the morning?—Yes, and for Kinsale about the same time.

932. What time does it arrive at Bandon and Kinsale?—About half-past six.

933. Then in fact the transmission of the mail would be of no benefit to those places by employing the railway, because it would arrive in the middle of the night?—Yes.

934. Then so far as Bandon and Kinsale are concerned, your only complaint is, that it goes insecurely through a certain part of the country; you do not complain of the time?—I complain that the mails should be kept 12 hours in Cork.

935. There is a Cork day train, but the night train you must pay for as a special train; you do not complain of the transmission in point of time?—No, I should not like to be knocked up in the middle of the night to get my letters.

936. But with reference to the day train, that is the only point of inconvenience that the Bandon people complain of, having their letters kept 12 hours in Cork; there would be no inconvenience whatsoever to the railway to have a train starting just in time to send on the bags?—No.

937. If they were very much disposed to consult public convenience, they ought to make arrangements for that purpose?—They have offered to do it at 2*d.* a mile.

938. An offer has been made which they have not accepted?—Forty shillings a week.

939. Mr. *Grogan.*] The night mail from Dublin arrives in Cork about half-past one in the morning?—Yes.

940. And is dispatched by car through this country which you describe?—Yes.

941. It gets to Bandon about half-past six?—Six to half-past six.

942. Would there be any difficulty whatever in that night mail being sent on

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in a train on the Bandon railway, say, at six o'clock in the morning?—I dare say they would be very glad to enter into an arrangement for that purpose.

943. Would there be any difficulty in that?—None, that I see.

944. What time would it arrive in Bandon?—In about an hour.

945. Consequently, if the Dublin night mail, arriving at Cork, were dispatched from Cork to Bandon, it would be in Bandon about half an hour after the time at which it arrives there now?—Yes; but that would be no great advantage.

946. But you would then get your letters equally as convenient as you do now?—Yes.

947. There would be no loss of time in sending them at six o'clock in the morning?—No.

948. As you understand Mr. Shaw's letter, would that come under his proposal of 100*l.* a year for the two trains?—I do not think it would; I am not certain whether it would or would not.

949. At present, is there any train at six o'clock in the morning?—No; I think seven is the earliest.

950. Mr. *Maguire.*] At what time can a person in Kinsale answer his London letters, which, you say, are left 12 hours in Cork, and do not reach Kinsale till the morning?—The post from Kinsale goes out at seven in the evening.

951. Do you mean to say, if I post a letter for you from London on Monday evening at 20 minutes to four, it does not reach Kinsale until Wednesday, at eight in the morning?—No.

952. At what time must you reply to it?—Between six and seven in the evening.

953. Whereas, if you received it at six, or half-past six, or even seven, the same evening that it arrived in Cork, you could reply that evening, and it would go off by the morning mail?—Yes, and save a day.

954. At what time does the morning mail go out?—There is no morning mail; there is none but the evening; we should be glad if we had a morning mail.

955. There is only one mail leaving Kinsale every day?—Only one mail leaving Kinsale every day.

956. That leaves at seven in the evening?—Yes.

957. Do not you think if the Post-office were inclined to consult the public convenience, they would accede to the very reasonable terms of the railway as to the 2*d.* per mile?—I think they ought, and I was just going to say, in answer to a question you put to me just now, that the omnibus which leaves Kinsale in the morning would be in time for the train to take the letters in to go by the morning mail from Cork, therefore we could send our letters so as to save a day to London, and it would cost a mere trifle.

958. Kinsale is rather a decayed town?—I am sorry to say it is.

959. Do not you think that the want of facilities of postal communication is just the thing to hurry the decay of the town?—It certainly would be a convenience to the inhabitants of Kinsale; all the respectable description of people, and to commercial men, to afford facilities.

960. Sir *S. Northcote.*] From Cork to Bandon, you say, is 20 miles?—Yes.

961. At 1*s.* a mile, that is 20*s.* a journey?—Yes.

962. And that being made 365 times a year, would be 365*l.* a year?—Yes.

963. And if you propose to make it both ways, that would be 730*l.*?—Yes.

964. Mr. *Maguire.*] But there would be no necessity whatever for the higher rate; by using the five o'clock train from Bandon to Kinsale, and by giving them a morning post, everything could be done?—Yes; that is exactly what I want to bring the thing to.

965. Mr. *Fagan.*] Is the direction of the Cork and Bandon Railway in London?—I believe it is.

966. Is not the secretary or chief manager of the railway in London?—I believe he is.

967. What is his name?—Wood, I believe.

968. Mr. *H. Herbert.*] Am I to understand you to say that the using of the evening train from Cork to Kinsale, to take the day mails from Dublin, would totally supersede the necessity of the use of the night mail?—I do not think it would.

969. Mr. *Maguire.*] Did not you understand, when I asked you the question, that that night mail, to which objection was made, as costing 700*l.* a year, was

was the usual night mail at present carried by car?—They are both carried by car.

970. Allusion was made to a night mail to cost 700 *l.* a year; the question referred to that?—I think if Mr. Maguire's idea was adopted, that it would afford great facilities to the people of the west at a very moderate rate.

971. Viscount *Monck.*] Your objection to the present mode of carrying on the night mail is merely as to its being an unsafe mode of transmission, and not as to time, because it gets into Kinsale at six o'clock in the morning?—But you are not getting over my great difficulty by pinning me to the answer about the night mail; you do not remove the objection I had to keeping the day mail 12 hours in Cork.

972. I want to keep these two questions perfectly distinct, the one from the other; supposing that Mr. Maguire's arrangement contemplated by the question was carried out, you would have no objection, so far as time was concerned, to the present mode of transmitting the night mail?—No.

973. You say it is unsafe?—Yes.

974. Have you ever known money to be lost?—Never; but I take it for granted that the Post-office are bound to give us the most safe mode of conveying letters.

975. I cannot conceive any mode of transmission that would be more secure, or that can be proved to be more secure, than the mode which has been going on for so many years, and nothing ever lost by it?—I must differ with you when I find the Irish bags thrown into an open place half way between Cork and Kinsale and left there for many days; it was a mere matter of chance that they came safe to hand.

976. Mr. *Grogan.*] Those mails were lying for six days until you sent for them?—Yes.

977. Where were they lying?—I think the first or second day they were not sent out of Cork, but after that they were taken by train and left at Ballinhassig till I sent for them.

978. Who was in charge of the mails during that time?—I suppose the station-master; I do not know.

979. Was any one in fact in charge of those mails?—Not that I know of; I do not know of any one.

980. The mails are usually sent from Cork in charge of the driver at present?—Yes.

981. Was he there?—No, he was not there; because I saw him in Kinsale, and spoke to him, and wanted him to go for the mails that were there, and he said he could not accomplish it, that he had no orders from his master.

982. What age is the driver?—A middle aged man; not very old; a man of 45 or 50.

983. Do you mean the Committee to understand that for a portion of the six days the mail bags from Cork to Kinsale were lying in the office to take care of themselves?—So I heard.

984. There was no person ostensibly in charge of them?—I believe not.

985. Did any inconvenience occur at the time from the transmission of the mails from Cork to Bandon, to your knowledge? Mr. Shaw says, I think, that they lay three days before they went by rail; then the railway company took up the mails.

986. The mail bags from Cork to Bandon lay, as you understood, at this half-way house for three days?—No, I do not think the Bandon bags stopped at the half-way house at all. They were sent from Cork direct by train, and our bags went by train as far as the half-way house, and they were then thrown out for Kinsale, and the Bandon ones went on by train; the train taking the mails for the convenience of the inhabitants of Bandon.

987. Then if the railway had not offered voluntarily to take the bags gratuitously, the Bandon people would have been left without their mails?—Yes.

988. Then the only difference between you and the people of Bandon was, that your bags were left to take care of themselves at the half-way house, and the Bandon bags went on?—Yes.

989. Consequently, a communication which is left to be conducted in this manner, at the mercy of a third party to carry through, you cannot consider to be a proper one?—Decidedly not.

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990. Viscount *Monck*.] Do you ever remember any interruption of this kind taking place before?—Never.

991. Then, as a Member of Parliament, do you think it judicious to incur an expenditure of 7,000 *l*., in order to avoid a contingency that may not arise once in seven years?—That is dropping the question altogether of the detention in Cork.

992. You have already stated that, supposing the day train carried the mails, the night train would be open to no objection, except that of insecurity?—Yes.

993. And the only case of insecurity you can give us in the whole of your experience is that which occurred last winter?—But we do not know when it may arise again.

994. Mr. *Grogan*.] The inconvenience practically occurred last winter?—The 16th of February it began, and I did not get my letters till the 26th of February.

995. What has occurred once may occur again?—Yes. If you ask me if I consider it a safe mode, I say decidedly not.

996. Sir *S. Northcote*.] Would it not be possible, in case of any such thing occurring again, that a temporary arrangement might be made with the railway to carry the mails?—Yes. I dare say the Post-office will make provision against the same thing occurring again.

997. *Chairman*.] But, in that case, a letter must be written to London to get the instructions of the Postmaster-general, and while waiting for those instructions the conveyance of the mail may be altogether stopped?—Decidedly.

998. Mr. *Liddell*.] You say the letters are over 2,000 a week to Kinsale?—Yes.

999. Are the letters increasing or decreasing in number in that part?—I cannot say.

1000. Is Bandon about the same as Kinsale?—About the same number as Kinsale; but there are various towns to the west to which the mail goes through, through Bandon. Cloughnakilty is a very large town, and Skibbereen and Rosscarbery and Dunmanway, and there are various towns besides.

1001. Mr. *Grogan*.] What do you think may be about the aggregate population of those towns you have mentioned, and the other towns that are served from Bandon, in that neighbourhood?—I can hardly state.

1002. Mr. *Maguire*.] Do you know that the aggregate population to the west of Cork is over a quarter of a million?—Not so much as that.

The Reverend *David A. Doudney*, called in; and Examined.

Rev. *D. A. Doudney*.

1003. *Chairman*.] I BELIEVE you reside at Bonmahon, in the county of Waterford?—Yes.

1004. Have you anything to communicate to the Committee with reference to the postal arrangements connected with that district?—We have to complain of the great want of sufficient accommodation.

1005. Are there large mines worked there?—It is a large mining district.

1006. And there is a considerable population connected with it, I believe?—Very considerable.

1007. How many miles is it from Waterford?—Fifteen English miles from Waterford; about 10 from Dungarvan.

1008. But Waterford is the post-town through which you communicate with the west of Ireland?—Of late our letters have come through Carrick.

1009. Not through Waterford?—No.

1010. Will you state the inconveniences which are felt in that particular locality?—Perhaps I had better commence with myself. For the last three or four years, nearly four years, I have set up industrial schools, and I have three printing presses constantly going on at one of those industrial schools, consequently we have to send a great deal through the post. Among other things, we have two journals regularly stamped. When I first communicated with the Post-office, they agreed to allow one car from Kilmacthomas to Bonmahon, in a month; that is, 2 *s*. 6 *d*. a month; but it would be very inconvenient to both parties to send the whole of those journals on one day.

1011. Viscount *Monck*.] Was this for the monthly publication?—The monthly publication.

publication. In order to insure anything like promptitude in the delivery we are obliged to send them to Waterford.

1012. *Chairman.*] You found the other mode of transmission insecure?—If we sent them to Kilmacthomas there was frequently delay there; the driver of the Dungarvan car would say he had not room; possibly the car was full, and he had not room to take those journals: they were left, therefore, for the convenience of the car. An occurrence of that sort happened last month; they were sent to Kilmacthomas; the driver said the car was full, and they could not be taken on. They were then sent to Carrick, and after being delayed one day at Kilmacthomas, I inquired of the post-office at Carrick, and they told me they were sending them by degrees.

1013. "By degrees," I suppose, means at different intervals of time?—Yes; therefore I generally send them in to Waterford direct, in order to avoid those delays. I tested the matter last month. They were sent into our own post office, and were sent away by the runner. There is a runner from Kilmacthomas to Bonmahon, and thence to Stradbally, and he took 12 lbs. of them each day, consequently they were in our post-office for eight or nine days.

1014. Mr. *Maguire.*] Those were all stamped, of course?—All stamped with the Government stamp.

1015. You had then a right to immediate transmission?—Yes.

1016. Sir *S. Northcote.*] Do you publish them for yourselves, or print them for other parties?—We publish them for ourselves.

1017. Mr. *Liddell.*] What is the nature of the journal?—One is published every month, and the other every two months. It is a very old journal. The circulation is upwards of 2,000 a month. It is 2,250.

1018. *Chairman.*] And there is a penny stamp on each of them?—A penny stamp.

1019. Mr. *Grogan.*] Did you make any complaints of this delay?—Repeatedly.

1020. Did you get any redress?—None.

1021. *Chairman.*] I think you stated that you were obliged to resort to Waterford, and to leave the other route?—Yes.

1022. Did you find things better in that case?—I think they were forwarded promptly from Waterford.

1023. How did you get them to Waterford from Bonmahon?—I had to send them by my own conveyance; and that I have done, more or less, for upwards of two years.

1024. Mr. *Maguire*]. A kind of supplemental postal transmission?—Yes.

1025. Mr. *Grogan.*] How long ago is it since this circumstance to which you refer occurred, of your having sent a parcel of them, and their having been transmitted by degrees?—I believe it has often occurred; but I detected it myself last month.

1026. When did you make the complaint of the inconvenience to which you have just alluded, and have any steps since been taken to redress that inconvenience?—I have repeatedly complained during the two years, and the only redress was the offer of the half-crown a month; but, as I have stated, that was of very little service, because, if they went to Kilmacthomas, the answer was, that there was not room, and they were delayed; and therefore to ensure anything like promptitude, I sent them specially to Waterford.

1027. Just explain what you mean by saying there was not room; was it that they had not bags to carry them?—They had no bags; we had to provide them, and we never saw them again; that is constantly the case.

1028. They had no bags to carry your journals in the first instance?—No, we have never been supplied with bags first or last.

1029. When you say there was not room, do you mean that the car was not big enough to accommodate them?—Dungarvan being a place of considerable note, they take too many passengers to allow them to take up our bags from Kilmacthomas; there was not room in the car.

1030. Was it professedly a mail car?—It was professedly a mail car.

1031. The main business of the car is to carry everything going through the post-office?—Yes.

1032. But they preferred carrying the passengers rather than the mails?—Yes.

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1033. Viscount *Monck.*] Is your journal much circulated in Dungarvan itself?—No.

1034. How much?—Not half a dozen copies.

1035. Then you have established a journal at Bonmahon, the circulation of which is carried away by post, and you expect the Government once a month to provide special means of communication for your journal?—I have only mentioned one case, I have more to bring forward.

1036. That is the amount of your grievance at present?—I might mention, that when we first transferred the printing of it from London to Bonmahon, and established these schools solely for the benefit of the neighbourhood, I had an intimation from Waterford, that there were certain bags in the main office there, and that it was supposed they contained those journals; that was after they had been transmitted two or three days from us, and I went off to Waterford, and there I found them waiting.

1037. I thought you said that when you transmitted them to Waterford, they were forwarded with punctuality?—That was afterwards; I said when we first did it.

1038. Was there any excuse made?—The excuse was, that the contractor expected to be paid for them; that it was an extra weight, and the mail contractor expected to be paid.

1039. The contractor, between what places?—Between Dungarvan and Waterford.

1040. I understood you they had got to Waterford, and were in the post-office at Waterford?—I am speaking now of when we first commenced the printing at Bonmahon; I allude to that as the first grievance, that they expected additional payment, thinking those journals had nothing to do with the mail service; when I proved the contrary, they were delivered up.

1041. And they have been carried ever since as far as Waterford is concerned?—As far as Waterford is concerned. A considerable quantity of miscellaneous work which we print is of course sent through the post, and there is only one runner provided between Kilmacthomas, Bonmahon and Stradbally; therefore it is impossible for a runner to convey what we have to send in anything like proper time.

1042. *Chairman.*] By a runner you mean a foot messenger?—Yes.

1043. Sir *S. Northcote.*] What is the correspondence of the district exclusive of the circulation of this journal; would a runner be able to carry the general correspondence of the district if it were not for your publication?—I think he would; there is a considerable correspondence, but he would be sufficient for that.

1044. Mr. *Liddell.*] On the day that the journal is published, what is the average number transmitted?—I think about 800; we print 2,250, we stamp the whole, and they are sent out within three days.

1045. Viscount *Monck.*] And this occurs once a month in the case of one journal, and once in two months with respect to the other?—Yes.

1046. Mr. *Grogan.*] With regard to the penny stamp which you put on your journals, have you any doubt that it frees them through the post?—It is a newspaper stamp.

1047. And you have the same right to transmit your journal through the post-office, sending it on stamped paper, that any newspaper whatever has?—Unquestionably.

1048. Sir *S. Northcote.*] Have you ever represented that case to the surveyor of the district?—Often.

1049. Have you had any offer of relief?—None; upon the last occasion when, as I stated, we had some of those journals for eight or ten days remaining in our post-office, I again made a statement to the Post-office authorities, and the Secretary stated that it was laid before the Postmaster-general for consideration, and since that we have heard nothing of it.

1050. You would hardly, I suppose, expect that, for the sake of conveying a great extra weight about 20 or 30 times in a year, a very much increased amount of accommodation should be given for every day in the year?—But I have other matters to state; it is not only my own grievance,

1051. But you said in answer to a question which I put, that the runner is sufficient for the correspondence of the district except for your journal; but you would

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would hardly expect that an additional conveyance should be put on to run every day for the sake of those journals?—Most certainly not.

1052. Have you ever suggested to the surveyor that special facilities should be provided for those particular days on which your journal is published?—No; but we have memorialised the postal authorities for a change of route, by which several places might be accommodated at very little additional expense. For example, there is a car which runs from Waterford to Dungarvan, going through Kilmacthomas; that leaves Waterford at two or thereabouts, bringing the Dublin morning mail, and runs through to Dungarvan; but neither we nor the places near to us derive any advantage from that. We used to receive our Waterford letters in one day, now they are two days; instead of coming direct from Waterford to Kilmacthomas, and thence to us, and to Stradbally, they now go up to Carrick-on-Suir, and it takes us as long to hear from Waterford as it does from London, though we are only 15 miles from it. It is a large mining district, and there is a very considerable amount of money which passes and repasses by this post.

1053. Mr. *Liddell.*] Do you distrust the security of that post?—I think it is a very natural thing to distrust it.

1054. Viscount *Monck.*] Have you ever heard of any money being lost upon it?—No; but I know there was a case some few years ago, just before I went to the district, in which some man was charged. I forget with what offence now, but he acknowledged that a conspiracy had been entered into to stop the mail between Kilmacthomas and Bonmahon.

1055. Mr. *Liddell.*] Did the evidence come out in court?—I think so.

1056. Viscount *Monck.*] Was the attempt made?—No; but he stated that a conspiracy had been formed, the carrying out of which was prevented.

1057. *Chairman.*] Although much to the credit of the country, no such attempt has ever been made yet. Independent of that, do you consider it is a cause of great inconvenience to have remittances delayed by slow conveyances and uncertain modes of transmission?—I consider it is very hazardous; the mine-office was some years ago broken into, and a very considerable sum, 800 *l.*, or 1,000 *l.* abstracted.

1058. In fact, person's credit might be ruined by the delay of one day?—Yes.

1059. Viscount *Monck.*] I understood you to say that a car was allotted to you, once a month, for the conveyance of your journal?—Half-a-crown was allowed.

1060. Mr. *Grogan.*] For the purpose of carrying your journal from Bonmahon to Kilmacthomas?—Yes, but there they very often say, we have not room; I cannot rely upon it.

1061. Do you consider that a very liberal allowance?—I do not. I have not availed myself of it.

1062. You said your circulation was 2,000 and upwards a month?—2,250.

1063. Do you pay a penny upon all of them?—Yes.

1064. What would that amount to?—About 7 *l.* 10 *s.* or 8 *l.*

1065. So that the Post-office receive monthly from you between 7 *l.* 10 *s.* and 8 *l.*?—That is the revenue.

1066. The revenue receives between 7 *l.* 10 *s.* and 8 *l.* monthly from you; and one department of the Government proposed to do you a service at the expense of half-a-crown?—Yes.

1067. Mr. *Wilson.*] In what way does the revenue derive the sum of 7 *l.* 10 *s.* a month from you?—Inasmuch as we have the regular Government stamp.

1068. You mean by that the usual stamp?—The usual stamp.

1069. Is your publication what is called a newspaper, or was it a pamphlet?—I thought it had on the die "Newspaper;" but it is precisely the same.

1070. Do you stamp the whole impression?—We stamp the whole impression.

1071. Are you obliged by law to stamp the whole impression?—We do it for the sake of conveyance, of course.

1072. If you had had a large number of subscribers in the town in which you live, would you have stamped the publication for them?—No.

1073. Then you only stamp those which you send by post?—As I stated before, we have not a large number of subscribers; not above half-a-dozen in the neighbourhood; consequently it is not worth while to print on unstamped paper for them.

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1074. But it was perfectly voluntary whether you stamped or did not stamp?—Yes.

1075. And you therefore stamped for the service you got by the stamp, namely, sending it through the Post-office?—Precisely.

1076. If you had chosen to send the journals in any other way unlike a newspaper, which was stamped compulsorily, you might have done so. Your stamp was voluntary; you stamped only for the purpose of availing yourself of the Post-office?—Precisely so.

1077. Mr. *Maguire.*] Had you not as much right to the service of the Post-office at the time as any other publication had?—Undoubtedly.

1078. Mr. *Grogan.*] Are you aware whether the stamp is absolutely necessary?—It was absolutely necessary for the conveyance by post.

1079. Are you aware whether, in point of law, it was absolutely necessary?—I do not think it was.

1080. You stated that there was a runner, or foot messenger employed; what distance does he go?—I am ashamed to say that he goes upwards of 20 miles a day.

1081. Ten miles out, and 10 miles back?—Yes, Irish miles. It knocked one man up; he went into a consumption. The son of the postmaster of Kilmacthomas was appointed as runner from Kilmacthomas to Bonmahon, thence to Stradbally, and back, and I think in less than 12 months he died. His brother followed him, and he kept it up for a very few months, and was obliged to give it up; and now we have a fresh one.

1082. Do you know what wages he gets?—Either 1*s.* or 1*s.* 2*d.* a day, I cannot say which.

1083. But it is not more than 1*s.* 2*d.*?—It is not more than 1*s.* 2*d.*

1084. Is it 7*s.* a week, with the Sunday, or is the Sunday extra?—Sunday is extra, if they run on the Sunday.

1085. Is the money which is sent down for the payment of the men in the mines sent by runner?—It is sent in half notes; one portion of the half notes is sent, I think, to the bank in Waterford; the police go on the morning of pay-day for those half notes. Two police are sent upon the company's car to fetch the one half, and the runner brings the other half.

1086. Is it a monthly or weekly payment?—They pay once a fortnight.

1087. Have you any idea of what is the amount?—The average amount monthly is 1,500*l.*

1088. Sir *S. Northcote.*] Is it found difficult to get people to take the office of runner, or is it an office much desired?—I think it could not be an office very much desired.

1089. You do not know?—I do not.

1090. Mr. *Liddell.*] Have vacancies in the appointment of runner ever remained open for a long time?—I am not aware that they have.

1091. Mr. *Wilson.*] Who has the appointment; do you know?—I do not.

1092. You say the postmaster had two sons, one succeeding the other?—One son had it, and died. The other continued it for a few months, and then was obliged to abandon it.

1093. *Chairman.*] Have you anything else to mention to the Committee?—I may speak of the very great delay.

1094. You are now going into the general case as regard all the inhabitants of that district?—Yes; a letter passing from us has to be sent to Kilmacthomas, thence to Carrick, and then down to Waterford.

1095. What time does it take to send a letter from Bonmahon to Waterford?—Two days.

1096. The distance of the direct route is 15 miles?—Yes.

1097. Does it take as long to get an answer?—It takes as long, unless it happens to be posted before two o'clock in the afternoon; if it is posted before two, then we receive the letter the next morning.

1098. Mr. *Wilson.*] You said a short time ago that it took as long to get an answer from Waterford as from London?—Yes; if we post a letter at two o'clock in the day on Monday, it is received in London on Wednesday morning, and it is precisely so with respect to Waterford. It takes the same time to send a letter to Waterford and to get the reply as to London, unless they post the reply before two o'clock; then we should get it on the Thursday morning.

1099. You are speaking of two things now; you first of all speak of the time

time it takes to convey a letter to Waterford and to London?—If we post a letter at Bonmahon at two o'clock, it reaches London on Wednesday at three o'clock; and so from Bonmahon to Waterford.

1100. Do you mean that if you post the letter at the same hour it does not arrive at Waterford till Wednesday morning?—It is not delivered till Wednesday morning.

1101. Is that the only mail conveyance you have in the day to Waterford?—If we sent it to Kilmacthomas, a distance of five Irish miles, before nine o'clock in the morning, it would go in to Waterford.

1102. Then that is the only mail you have to Waterford?—Yes.

1103. When does it arrive in Waterford?—I suppose in the night; but it is not delivered till Wednesday morning.

1104. What is the distance?—Fifteen English miles.

1105. Where is it during all that time; in the interval?—I cannot say; it goes to Carrick.

1106. *Chairman.*] It goes from Carrick to Waterford?—Yes.

1107. Mr. *Wilson.*] It is not delivered before Wednesday?—Till within the last few months it used to go by car from Kilmacthomas direct to Waterford, but of late it has been changed; and unless the reply is posted before two o'clock in Waterford, instead of receiving it on the Thursday morning, we should not receive it till the Friday. It must be posted before two o'clock, so as to come by car, to go direct to Dungarvan.

1108. But the people in Waterford who have your letters early on Wednesday morning by the first delivery will have the whole morning before two o'clock to send an answer, and therefore if they avail themselves of the return of post, you will have it on Thursday morning?—If they posted it before two o'clock we should get it on the following morning.

1109. When you say there would be the same time in returning a reply from Waterford as a reply from London, you are assuming that your correspondent in Waterford does not avail himself of the following mail; that he does not answer till the next day?—Yes.

1110. Are you not aware that there are several departures from Waterford in the course of a day?—There may be.

1111. And therefore, if a person does not post his letter to suit the departure to a certain place, but posts his letter after the time, it must necessarily wait till the following day?—Yes, it must wait.

1112. Do you know how early in the morning the first delivery in Waterford takes place?—I think about eight o'clock in the morning.

1113. Is there not abundant time between eight in the morning and two in the afternoon to answer any letters that may come from your part of the country?—But even that would be three days; that does not affect us in sending to Waterford; it does not shorten the time.

1114. But I now refer to the observation which you made, that it requires the same time to have a reply from Waterford that it does a reply from London; you state you have the reply from London on the Friday morning?—Yes.

1115. You now say you would have a reply from Waterford on the Thursday morning, if your correspondent avails himself of the time he has from eight in the morning till two in the afternoon to answer it?—Yes, I so stated.

1116. Mr. *Grogan.*] At what time would a letter dispatched from Waterford at two o'clock in the afternoon be delivered to you in Bonmahon?—At half-past ten the next morning.

1117. Then it is from two o'clock in the afternoon till half-past ten the next morning going 15 miles?—Yes.

1118. *Chairman.*] How is it conveyed from Kilmacthomas?—By runner.

1119. I thought you said you had to employ a runner?—The mining company have at times; they have very frequently had to send a runner to Kilmacthomas, and frequently into Waterford.

1120. But there is no mode of conveyance, no postal conveyance, by which a letter from Bonmahon to Waterford would arrive there sooner than the second day?—Certainly not sooner than the second day under any circumstances.

1121. Is there anything else which you wish to state?—If I may be allowed, I will quote from a letter I received the day I left, from Mr. Walsh, the agent of Lord Ormond, in reference to the time occupied between Kilkenny and Bonmahon,

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mahon, and one or two other places. It takes two days for a letter to reach us from Kilkenny, which is 36 miles. Mr. Walsh says, " I am sorry to say to you, that the inconveniences you all complain of in this district by the present extraordinary and most vexatious postal arrangements, are felt with equal annoyance throughout a great portion of the county of Kilkenny, although recently there has been a slight improvement. It took four days to communicate between the towns of Carrick-on-Suir and Kilkenny, about 20 miles distant. It takes the same time at present to communicate between Carrick-on-Suir and Callen, 12 miles distant. At present it takes two days to bring a letter from Kilkenny here, about 36 miles, which is a great inconvenience to me, and two days from Carrick-on-Suir to this place, distant about 14 miles." That was a mistake, because, in consequence of the change, we get our letters from Carrick in one day.

1122. Mr. *Grogan.*] Whence is that letter dated?—From Bonmahon, where the agent is at present staying. He says, " I could go on with a great many other instances, but it may be sufficient to say, that the greatest inconvenience has been felt throughout the southern portions of Kilkenny and Tipperary, in consequence of the very ill-arranged postal communication through that district with two railways at full work. I have been been constantly obliged to send messages from my place (near Piltown) to Kilkenny and Callen, in place of sending by the post."

1123. Were the directors of this mining company aware that you were coming over here as evidence, and did they communicate with you upon the inconvenience they suffer?—Not specially, because it has been a matter of long standing, and a well-known grievance.

1124. Mr. *De Vere.*] I believe that letter you have just put in contains a serious inaccuracy as to a matter of fact?—It does, with regard to Carrick.

1125. Will you state what the inaccuracy is?—In consequence of the late change, we get our letters from Carrick in one day instead of, as before, in two; but, of course, Waterford is much more important to us than Carrick.

Mr. *Wilson Kennedy,* called in; and Examined.

Mr. *W. Kennedy.*

1126. *Chairman.*] YOU are residing in Clonmel?—Yes.

1127. In what position are you?—I have been a director of the Tipperary Bank for some years.

1128. Are you able to state from your knowledge the nature of the postal arrangements in Clonmel connected with Dublin or Waterford, or any other part of the district referred to this Committee for inquiry?—Yes.

1129. Will you state those arrangements to the Committee, if you please?—The postal communication with Waterford, previously to the railway being opened, was a day mail by a four-horse car of Bianconi's, which reached Clonmel, I think, about seven o'clock.

1130. The delivery took place in the evening?—The delivery took place in the evening; the second conveyance was a four-horse mail-coach running from Waterford to Limerick, which left Waterford about half-past seven in the evening.

1131. About three to four hours later dispatch?—Yes; it reached Clonmel, I think, about half-past eleven at night, and went on to Limerick; there was a regular conveyance every night by a four-horse coach.

1132. Viscount *Monck.*] When were those letters delivered; the next morning?—Yes, they were delivered the next morning, of course; they reached at half-past eleven at night.

1133. *Chairman.*] Both those conveyances passed through the town of Carrick-on-Suir?—Yes, both those conveyances passed through the town of Carrick-on-Suir, Clonmel, Cahir and Tipperary, and went into Limerick.

1134. Viscount *Monck.*] At what time did the first leave Waterford?—At three o'clock in the afternoon, and the other at half-past seven.

1135. *Chairman.*] Will you state how the return was?—I cannot exactly quote the return of the day car, but it conveyed the day post to Waterford.

1136. Did it arrive in Waterford about ten or eleven o'clock?—I think, if I remember rightly, the post went about three o'clock from Clonmel by a four-horse car, and the mail-coach passed through Clonmel from Limerick about one in the morning.

1137. So that in every 24 hours you had two direct mails from Waterford to Clonmel,

Clonmel, and back again?—Yes, and most satisfactory communication in every way.

1138. What is the case now?—The case at present is, that a car leaves Waterford at half-past four o'clock in the evening, that car reaches Clonmel at 20 minutes past eight, and there is no delivery that night in the town, of those letters.

1139. Mr. *Wilson.*] Can you get your letters by sending for them?—Yes.

1140. *Chairman.*] At what hour can you get them by sending for them?—The Post-office is opened at 45 minutes past eight, until nine o'clock, and if you send within that 15 minutes, and there should be a letter for you, you will get it.

1141. Does every one in the town send at that hour?—I do not know, indeed; I should think not.

1142. Is there any extra payment for that quarter of an hour's delivery by going to the post-office?—None.

1143. It is merely a matter of accommodation by the postmaster?—I understand that any person, no matter whether he has a box or not, can get his letters during that 15 minutes, if he choose to send for them, which is different from the other post.

1144. Viscount *Monck.*] Do men in business generally send for their letters at that hour?—I declare I do not know; I do not send for mine.

1145. I suppose, as a banker, it is no great object to you to get your letters at that hour; it would suit you to get them as well next morning?—Letters arriving after the bank hours are of no use to the banker.

1146. Mr. *F. Scully.*] There is a general delivery at Clonmel during the day, is there not?—There is.

1147. *Chairman.*] Instead of the two mails which you had from Waterford, before the present mail was established, you have only this one?—That is the only one.

1148. Supposing that mail arrived an hour before, would there be a delivery through the town?—I should think there would. That mail arrives after the post-office is closed for making up the Dublin and London mails; consequently they are engaged in sorting the mails at the very time that it arrives.

1149. Then, in point of fact, the arrival of that mail might as well be deferred until any hour the next morning before six?—For all practical purposes I consider it is very useless.

1150. Is not that the mail that takes on your letters to Dublin?—That mail arrives at 20 minutes past eight, and the other leaves for Dublin at 45 minutes past eight.

1151. The mail that takes your letters to Dublin is a continuation of the same mail?—There is another car which goes on at 45 minutes past eight to Goold's Cross.

1152. It is the same mail taking the letters for Dublin, and Limerick, and Cork, and all the other places, from the intermediate towns between Clonmel and Waterford?—Yes; it brings the letters for Cork, and those places south of Goold's Cross, leaving Waterford at half-past four.

1153. And from the intermediate towns between Waterford and Clonmel it also brings the Dublin and London letters?—I cannot answer as to that, but I rather think that the Carrick letters do not come that way; I am not sure of that.

1154. Therefore that mail, as to arriving the next morning, would fail in all its purposes of being a continuous mail across the country?—I am speaking so far as the mail from Waterford is concerned.

1155. Supposing the mail car at Clonmel terminated its journey in Clonmel, it would be of no use that night for the inhabitants generally?—Of very little service. That mail returns, on the arrival of the mail from Goold's Cross, at 45 minutes past three in the morning; and that is the only mail they have to Waterford.

1156. So that, if you want to answer by return of post, you must go to the post-office between 45 minutes past eight and nine for your letter, and return an answer the same night?—Yes.

1157. Do the people of Clonmel sit up all night to carry on their correspondence?—I am not aware that they do. It also brings the letters from Carrick-on-Suir, and takes them in the same way.

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1158. That is for Clonmel?—Yes.

1159. Can you state anything as to the postal communication with Dublin and London?—For the postal communication with Dublin and London, the night mail leaves at 45 minutes past eight, and goes by a single horse car to Goold's Cross.

1160. What distance?—A distance of about 23 miles; and that car reaches Goold's Cross about 12; then, in about three hours, the mails arriving in Clonmel from London and Dublin, come from the same place, leaving Goold's Cross about 12.

1161. About 12 at night?—Yes.

1162. That is what you call the night mail?—The night mail.

1163. This car, which takes the mail from Clonmel to Dublin and London, arrives at Goold's Cross at about midnight, and then comes back again at the same hour with the mails from Dublin and London?—Yes.

1164. That mail arrives at Clonmel at what hour?—At about three o'clock in the morning.

1165. And then that car goes on, and is your only mail car conveyance to Waterford?—The car starts upon the arrival of that, and goes on through Carrick-on-Suir to Waterford; a one-horse car.

1166. So that, if you have not your letters in the post before three o'clock in the morning, you must wait till the next day?—Yes; the letters which arrive at eight in the evening are not delivered by the postman till the following morning. You can answer at any time during the day; and that letter remains until the following morning at 45 minutes past three, and then it goes forward to Carrick-on-Suir, or to Waterford.

1167. Mr. *Wilson.*] So that a letter dispatched from Waterford on Monday evening would not have a reply in Waterford, unless it were called for at Clonmel at night, before Wednesday morning?—Yes.

1168. One day intervening?—Yes; a letter posted before 4. 30 in Waterford will receive a reply, I think, about half-past eight on Wednesday morning in Waterford.

1169. But if a person calls for his letter at the post-office at Clonmel at night, a reply may be received in Waterford the following morning at half-past eight?—If he calls for his letter during the 15 minutes that are allowed, he may write a reply during the night, and post it before three o'clock, and it may reach his correspondent the next morning at Waterford.

1170. Then the post-office is open during the night?—Yes; I have myself posted letters as late as 11 or 12 o'clock, and I believe those letters are forwarded.

1171. *Chairman.*] With reference to the Dublin and London day mail, what is the arrangement?—With reference to our day mail, until about a month ago, our day mail arrived in Clonmel at half-past four to half-past five o'clock; it was very irregular in coming by the same one-horse conveyance.

1172. Mr. *Wilson.*] How does it arrive now?—Being fine weather since then, it arrives at three, or half-past three.

1173. Is the difference of weather the only cause of the earlier arrival?—I said there had been a change made in the last month.

1174. What is the hour at which it ought to arrive now?—Three o'clock; the hour at which it ought to have arrived before, was 10 minutes before four.

1175. It is advanced by 50 minutes?—Yes.

1176. Mr. *F. Scully.*] What hour did it arrive before?—During the winter I generally received my letters at half-past five to six o'clock in the evening.

1177. That is in the winter season?—That is in the winter season.

1178. Now, during the summer season, there is more regularity in the arrival of the car at Clonmel?—There is.

1179. Do you consider there will be the same irregularity next winter in the arrival of the car?—I consider there has been the same irregularity in the winter ever since they commenced the arrangement of that car.

1180. Mr. *Wilson.*] At what time do you receive your Dublin letters?—Since the last month I have received my letters generally about 4 to 10 minutes past four o'clock; I have marked the time.

1181. Then you have for the reply up to eight o'clock in the evening?—Until a quarter to eight o'clock.

1182. The post closes at eight?—Yes.

1183. It

1183. It does not depart till 45 minutes past eight?—Till 45 minutes past eight but it closes at a quarter before eight.

1184. Mr. *F. Scully.*] That is supposing the car to arrive in Clonmel at the regular time fixed by the Post-office?—Yes.

1185. But your opinion is, that is not likely to happen during the winter, and that those cars will not arrive punctually at the time appointed?—I know that as a matter of fact, I believe they have not arrived during the winter at any time until almost an hour after their proper time.

1186. Mr. *Wilson.*] Have you a day mail to Dublin?—We have.

1187. At what time does that leave?—The receiver for posting letters by the day mail was closed at 10 minutes before nine in the morning until about a month ago.

1188. When is it closed now?—At 9. 45.

1189. A quarter to 10?—Yes; this change has been recently made, I may say, in consequence of a statement sent at the request of Lord Canning, after the deputation here waited upon him in the month of March last. A change was made, giving 50 minutes more to post the day mail letters, and a 50 minutes' earlier receipt, but entailing the necessity of our day communication being cut off with Cork, Limerick, and all towns south of Goold's Cross, so that now we have no day mail with those places, nor is there any day mail from Waterford or Carrick with those places.

1190. *Chairman.*] In point of fact, for the time you have saved with regard to the Dublin and London mail, you have abandoned the day communication with Cork, Limerick, and other parts of Ireland to the west and south?—We have gained 50 minutes in the receipt of the day mail and have 50 minutes more to post our letters by the day mail, but have given up all communication with places south of Goold's Cross by day mail. After that, I addressed a letter to Lord Canning, stating this grievance, which I did at Lord Canning's request, having mentioned them to him; the Inspector called upon me at Clonmel, asking me whether I would consider it, for the benefit of the district, more desirable that the mail should arrive 50 minutes earlier and the receiver be open 50 minutes longer in the morning, cutting off all the day communication with those towns, or allow the mails to remain as at present. I stated that I did not wish to answer that question, inasmuch as it was not for me to take upon myself to make such a decision; but I considered it would not remedy our grievance. If, however, he asked me which would be preferable, I certainly considered it would be more desirable to receive our Dublin and London correspondence earlier, giving 50 minutes more for answering it, than to have a day communication with the towns south of Goold's Cross.

1191. You say that since the departure of your mail in the morning has been postponed for 50 minutes, you have lost your communication with the south of Ireland?—The day mail, and that is lost also from Waterford and Carrick.

1192. Is the cause of that circumstance, that your mail now, by leaving Clonmel 50 minutes later, does not arrive at Goold's Cross in time for the day mail down from Dublin to Cork?—Yes, which might be remedied by sending it by railway, and meeting the train at the junction.

1193. Then connected with the earlier arrival of your day mail, is the loss of that postal communication?—Yes.

1194. You might still have the day mail from Dublin at this earlier time, without affecting in any way that communication?—By railway, but the car which formerly left 50 minutes earlier, reached Goold's Cross in time for the down day-mail train as well as the up day-mail train, that is the down day mail from Dublin as well as the up day mail from Cork, consequently there was a day mail to Cork and Limerick, and those places, from Clonmel; now the car arrives after that train has passed Goold's Cross, consequently the day-mail communication is cut off.

1195. That has nothing whatever to do with the earlier arrival in the afternoon, that only refers to the morning?—In the same way the earlier arrival in the afternoon cut off the day mail from Cork, that car leaving about 50 minutes before its arrival, which could all be remedied by the trains meeting at the junction from Cork, Dublin, Limerick, and Waterford.

1196. Mr. *F. Scully.*] Which they do at present?—They do at present meet at the junction.

1197. And there are trains running from those places?—There are.

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1198. But they do not carry the mails?—That has been stated.

1199. *Chairman.*] Another advantage that will be derived from that, would be this, that you would gain considerably in the time of the arrival of the day mail at Clonmel, and the time of the dispatch from Clonmel?—We should simply gain this, that if those mails were sent by railway to the junction where the four mails meet, and offer the most perfect facility for communication from all parts of the country, we could receive business and banking letters in time to answer them after banking business had commenced, and therefore the letters from London would in effect reach us a day earlier if we had that increased facility.

1200. In point of fact, what you complain of is, that you have not the use of the day trains?—We complain of that as one thing.

1201. What we are speaking of now has only reference to the day trains?—I understand it has only reference to the day trains.

1202. With reference to the improvement of what is called the day communication between London and Clonmel?—Yes, the letters posted in London at four o'clock forwarded by the five o'clock dispatch, would reach Clonmel by that train which comes at present in sufficient time for all business communication.

1203. At what hour?—I quote from the time-table of this month which I hold in my hand; it would arrive in Clonmel at two o'clock on the following day, in time for all banking business.

1204. Mr. *Wilson.*] Instead of that, now it does not arrive till a quarter to four?—Instead of that the nominal hour is three o'clock by the one-horse car.

1205. It would arrive at two instead of three?—Yes.

1206. *Chairman.*] And it would bring you all the Cork and Limerick and south of Ireland correspondence, which is now cut off?—Yes.

1207. Mr. *Wilson.*] Those London letters arriving now at three, you have nevertheless till a quarter to eight in the evening to answer?—Not for banking communications, inasmuch as the banks are closed at three o'clock.

1208. But closing the bank does not prevent the answering the letter?—It prevents us answering it for all banking purposes.

1209. Are you now speaking of merchants as well as bankers?—I am speaking of merchants doing that business with the banks.

1210. If you as a banker receive a letter from your London correspondent, can you answer it the same day?—Of course I can; but if it arrives at three o'clock you cannot get the letter delivered till four, and the public cannot have the benefit of receiving remittances from London and Liverpool, and making use of them that day with the banks, which they could do by another arrangement.

1211. Viscount *Monck.*] You do no business after three o'clock at the banks?—No.

1212. Mr. *F. Scully.*] At what hour do you commence in the morning?—At ten.

1213. Mr. *Wilson.*] Suppose the banks kept open till five, they might avail themselves of the day mail then?—There are four banks in the town of Clonmel, and I believe the Bank of Ireland governs pretty much the hours of closing, and they close at three o'clock.

1214. When people are expecting the Post-office to do everything, both by night and by day, for the convenience of the public, no matter what the expense, would it be a very great hardship for the banks if it was a very great convenience to their customers, that they should keep open till five o'clock?—I do not believe that bankers can change their hours in the way railways do; they close at three o'clock all over Ireland.

1215. Are you aware at what hours the banks in London close?—I believe they close at four o'clock, but I know all the banks in Ireland close at three o'clock; you can transact no business with a banker in any town in Ireland after three o'clock.

1216. For how many years has that lasted?—To my knowledge, as long as I remember; for 20 years.

1217. Twenty years ago what was your postal communication with London?—I have not been in Clonmel 20 years.

1218. Supposing that the Post-office had adhered to its old arrangements, and had given the public no greater convenience for the whole of that 20 years, would not the public have had great reason to complain?—I do not think that

that

that can be considered a very fair question, inasmuch as I conceive we have very much greater facilities now, than we had for the Post-office operations formerly.

1219. *Chairman.*] Would you have no reason to complain if the Post-office stood still for 20 years, without making any progress at all?—I should have, certainly, and so would 99 out of every 100.

1220. Mr. *Wilson.*] If, under the altered circumstances of the country, and the great change that has taken place in trade, the necessity there has been of saving time, and of giving every facility in its power, the Post-office had done nothing, would you not have great reason to complain that the Post-office had given you no additional facilities for the last 20 years?—Certainly.

1221. If there be so obvious a convenience to be given to the public by an establishment, like a bank, by keeping open for two hours longer, would it be an unreasonable thing for the bank to give its customers those additional facilities?—That is a question for the Governors and Directors of the Bank of Ireland. I cannot profess to give any opinion as to keeping open their offices; all I know is, that after three o'clock you can do no banking business at present.

1222. With the present arrangements of the Post-office, if you had your banks open till five o'clock you could do banking business, and receive and reply to letters by return of post?—No doubt.

1223. *Chairman.*] Do you think it is more convenient to look to the Post-office for a change than to the banks?—I think the Post-office could make the change without any trouble.

1224. Mr. *Wilson.*] Do you complain at all about the night post?—Very much.

1225. Why?—Because it goes by one-horse car, and on a route on which there is never a passenger; we consider it a most insecure mode of conveyance.

1226. Do you make any complaint in point of time?—In point of time, we receive our letters by the night mail, so far as London and Dublin are concerned, by this conveyance in good time.

1227. You receive your Dublin and Liverpool letters early in the morning, and have the whole day to answer them, and the mail leaves again at 45 minutes past 8 at night?—The London letters and the Liverpool letters posted in the evening, reach by the day mail about three o'clock.

1228. The letters posted in London at five o'clock?—Yes.

1229. Therefore all your Liverpool letters and London letters posted by the five o'clock mail in London reach you by the day mail of next day?—No; Liverpool letters posted at any hour during the evening leave at nine o'clock in the evening, and those letters reach us at three o'clock in the day; whereas the London letters posted at that hour do not reach us by the same post.

1230. But the London letters, posted at five o'clock, reach you with the Liverpool letters?—Yes.

1231. The great bulk of the Liverpool letters and the London letters, posted by five o'clock from London, reach you at three the next day?—They do; but I do not think there is any mail except the one from Liverpool at nine o'clock.

1232. Still the Liverpool letters reach you at the same time?—Yes, at three o'clock.

1233. So that you have the remainder of that day to reply to Liverpool or to London?—The Liverpool letters are delivered about four o'clock; but it is as to their being delivered in time for the business of the day that I am now speaking. We have from four o'clock up to eight o'clock to answer the Liverpool letters.

1234. Do you use the night or the day mail chiefly, for the London letters?—I should say the night mail at present is almost the only mail used for the Liverpool letters.

1235. At what time does it arrive in Dublin?—About four o'clock in the morning,

1236. Therefore, those letters would be in time for the first mail to London, which does not leave till one o'clock?—In time for the one o'clock mail.

1237. What time does your morning mail arrive in Dublin?—At five o'clock, our day mail; and if we had an opportunity of answering the letters that reach us in the morning by the day mail, which we could have if conveyed by railway, inasmuch as that railway does not leave until about ten minutes past eleven; we

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could answer those letters immediately, which would reach London about ten o'clock the next day.

1238. What time is your morning mail delivered?—I receive my letters at my house from eight to ten minutes past eight.

1239. Those are the letters posted in London, when?—Two days before.

1240. The letters that are now posted in London at five in the day, you receive the following day at three?—Yes, by the five o'clock express train from London.

1241. You have until a quarter to eight to reply to those letters, in order to catch the first mail from Dublin the next day?—No; if you answer that night, the letter lies in Dublin, I believe, until one o'clock the next day, before it leaves Dublin.

1242. If you miss that, you have still an opportunity of posting the letter before a quarter to ten the next morning, which arrives in Dublin in time for the evening mail to London, arriving at one o'clock the next day in London?—I think so; but I may mention, that I do not think there is one letter in every 100 posted in London for that five o'clock mail; I think the great bulk of letters are posted in London, and leave by the nine o'clock mail; I am almost sure of it.

1243. All those which are posted in London by the nine o'clock mail do not reach you till the morning of the second day?—If they are posted on Monday, they reach us at eight o'clock on Wednesday morning.

1244. Mr. *F. Scully.*] If you reply to that letter, at what time will the answer reach London?—If I answer it in the regular course of the post, as a banking letter, it leaves at eight o'clock in the evening of Wednesday, and arrives on Friday morning for the deliveries in London.

1245. Mr. *Wilson.*] When you say there is not one letter in 100 that leaves London by the five o'clock mail, but that they go by the nine o'clock mail, are you aware that the five o'clock mail was put on for the express purpose of enabling those letters to reach Dublin in time for those letters to go on by the day mail?—I am aware of it, but I know the great bulk of the letters from London, either from bankers or mercantile houses, leave London at nine o'clock in the evening.

1246. Then your opinion is, that the five o'clock mail is not of much use?—It is not much used, but I think it of very great service.

1247. Supposing that its object is to enable letters to Clonmel and other parts of Ireland to leave Dublin by the day mails, your opinion is, that it is not much used for that purpose?—My opinion certainly is, that in practice there are not many people who are aware of it; in fact, I know it, for I have spoken to many, and they do not know it.

1248. Mr. *F. Scully.*] Is not that very much owing to the Post-office not taking advantage of the railway?—I do not know that that would make any difference.

1249. Would not that mail be delivered in Clonmel much sooner if conveyed by railway?—There is no doubt it would be delivered in time for our merchants making use of their remittances received from Liverpool and London, which are very large.

1250. It is practically useless at present in consequence of the late hour of delivery?—Practically useless at present, so far as being available for their purposes.

1251. Therefore the five o'clock mail from London might be made very useful if delivered earlier in Clonmel?—I consider it might not only be very useful, but it would be a most important mail if the merchants in London would only make use of it.

1252. Mr. *Grogan.*] Do I correctly understand you to say that a letter dispatched from London by the five o'clock evening mail, to-night for instance, will reach Clonmel at three to-morrow?—It will reach Clonmel at three; at least the post-office time for the arrival of the mail is three o'clock.

1253. At what time would it be delivered?—For the last week I have marked the time; they are delivered from four, to ten minutes past four.

1254. What time does your return morning mail start?—Until about a month ago it left at twenty minutes past nine; at present the post-office is closed at forty-five minutes past nine.

1255. At what time does the bank open?—At ten o'clock, and closes at three.

1256. Consequently any communication conveyed to you by the mail starting from

from London at five o'clock could not possibly be in Clonmel in time for banking business next day?—No.

1257. Is that the reason why bankers in London do not use that communication?—I cannot say that; but I believe many people do not know it.

1258. Would that state of things, in your opinion, be likely to account for the mail not being so much used as it possibly might?—I could not say that that is the cause.

1259. *Chairman.*] Still the day-mail is of very great use to the public generally, and they send a great many letters by it?—I should say it will not become really useful until such time as it can be conveyed by the railway. For instance, if we had until a quarter to eleven to write by the day mail, I should consider it greatly more valuable, in fact, really valuable: but at present it is not so.

1260. Mr. *Wilson.*] You now talk of the day mail to Dublin?—Yes.

1261. But as to the day mail down?—The day mail down would reach Clonmel at such time as could be used for all banking and commercial purposes, if conveyed by railway.

1262. Are you aware that the railway is used for the day mail from Dublin as far as Goold's Cross already?—Yes.

1263. Therefore, you do not suggest that any saving of time could be made between Dublin and Goold's Cross?—No.

1264. Therefore, the whole difference of time that could make the five o'clock day mail available or not available, would be the difference made by railway between Goold's Cross and Clonmel?—That is nearly the case, but it is not exactly so, inasmuch as the mail would arrive always at two o'clock, unless in case of accident; whereas in winter, from what I have seen myself, that mail is not practically delivered till an hour after the nominal time, so that it would make two hours difference.

1265. Mr. *F. Scully.*] Do you think it is insecure to carry the mail by a one-horse car?—We know that the mail bags have been found in a field between Cashel and Clonmel by the police, within 24 hours after they should have been delivered.

1266. *Chairman.*] How often has that occurred?—I believe that has occurred two or three times within the last few years; not exactly that the mails were found in a field, but I know one case where the boy was found in a ditch, and the police got the horse, which was very properly proceeding on its journey, and I believe they stopped him at the police-station.

1267. What became of the bags?—The bags were in the car; the horse was without a driver, conveying the mails very satisfactorily, I believe.

1268. What were the cases where the bags were found in a field?—There was one case on a Sunday; the bags were afterwards, I understand, found in a field towards evening; the London sack was found over in a field somewhere about half-way between Cashel and Rosegreen, the boy having fallen asleep, I believe, and fallen into the ditch; the bags tumbled off the car.

1269. Mr. *Wilson.*] You know this by hearsay?—I know it for a fact, because I went to look for my letters. I was obliged on the Sunday to advise parties that the mail bag was lost; I know large numbers were obliged to do the same; I know the whole place was in a state of ferment about it.

1270. *Chairman.*] What was the age of that boy?—That is some time ago; the car comes in at such an hour that I do not see the boy. I may mention that the reason I consider the conveyance insecure is this, that the mail comes in the middle of the night; it comes along a road where there are no passengers, consequently, if you have a person driving that car who does not receive gratuities from passengers, but comes in fact simply with the mail, you cannot get the same zeal, and he is liable to fall asleep. And it is to be supposed he is not paid so high wages as a driver who has a good coach.

1271. Is it the same driver that goes to Goold's Cross and returns again?—I do not know.

1272. Viscount *Monck.*] Have you ever heard of anything valuable being lost in the cars; any money?—I do not know that I have; the bags were lost, it is true; they were afterwards found in a field; but I must say, we did not owe it to the Post-office, but to the honesty of the people in this district, that those bags were found, or we should not have seen anything of the letters. Those bags often contain money and bills. I know myself that I have sent 20,000 *l.* in bills by that conveyance.

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1273. *Chairman.*] Is it any loss to people to have their letters and money delayed for 24 hours?—I do not think that it is any advantage, especially with people who have banking transactions; it is not a very satisfactory thing, I think. Although, during the snow, the whole of the trains arrived regularly, yet for three or four days there was no communication by that one-horse car; and I know on one or two of those days the mails were in a cabin on the side of the road for 24 hours.

1274. Mr. *Wilson.*] You say there are no passengers by this car?—I should certainly say, none; there may be such a thing.

1275. Suppose there were a train put on at night, the only object of the train would be to carry the letters, instead of employing the car?—That is a question for the railway company. I should say there would be passengers. I should have often gone by the train myself, if there had been a train on.

1276. Mr. *De Vere.*] It does not follow that because there are no passengers by this one-horse car by this roundabout route, there would be no passengers by a train going at a similar hour?—I should say one reason why there are no passengers is, because it goes at such an hour in the night; and it is not a direct road.

1277. Mr. *Wilson.*] What is the latest train from Clonmel to Dublin at night?—It leaves Clonmel at four o'clock in the afternoon.

1278. Therefore, if I were going to Dublin, I have nothing later than four o'clock to go by at present?—I think not; there is no train after four o'clock at present.

1279. Mr. *F. Scully.*] There is a great deal of intercourse between Clonmel and the surrounding towns of Tipperary and Carrick-on-Suir. Can you give the Committee an idea of the amount of business done in these towns?—To speak of Tipperary first; in the town of Tipperary, I should say, at the present time, there are about 3,000 *l.* a day paid out for butter alone.

1280. What is the case at Carrick-on-Suir?—At Carrick-on-Suir, Clonmel, and Tipperary there at least 6,000 *l.* a day paid out, and remittances received for it from London to those various places.

1281. Those merchants are seriously injured by the present arrangements?—Yes.

1282. Mr. *H. Herbert.*] Do you consider there is any analogy between the convenience of travelling by railway and on one of those one-horse cars; I believe there is a mail to Edinburgh, is there not, which is frequented by passengers?—I think so.

1283. Do you think there would be many passengers, if for that train there was a one-horse car going round by Liverpool, and stopping at York?—I should think there never would be one.

1284. Mr. *F. Scully.*] With respect to the communication between the towns in the county of Tipperary and Clonmel, are you acquainted with the towns of Killenaule and Ballingarry?—Yes.

1285. How far are they asunder?—I believe about seven miles.

1286. What course would a letter take in travelling between those two towns?—I know from Mr. Golding, a grand juror, who told me, three or four days ago, that he wanted to post a letter to Ballingarry from Killenaule, a distance of seven miles; he stated that that letter left Killenaule in the evening and went to Thurles, from Thurles to Dublin, by the mail, and arrived the following morning in Dublin, and left there in the evening for Maryborough by mail; then by two-horse car to Kilkenny; then a one-horse car to Callan; and, finally, reached Ballingarry by a foot boy, a distance of about seven miles, in 48 hours.

1287. Forty-eight hours in the transit?—Forty-eight hours going; and the answer reached on the morning of the fifth day.

1288. It took five days to send a letter seven miles?—Yes; and to get an answer.

1289. How many miles did it travel?—The letter and the answer about 400 miles.

1290. Have you ever been residing at Tramore or Dunmore?—I was living for a month in Tramore in September last.

1291. You are acquainted with Cashel, and the neighbourhood of Cashel, I believe?—Yes.

1292. At present, what is the time it takes to convey a letter from Tramore to

to the neighbourhood of Cashel, for instance, to Golden?—I should say to Golden, a letter posted in Tramore during the day would reach and be delivered in Golden the second morning by the day mail from Dublin; it would travel to Dublin, go down by the day mail to Cashel, be there all night, and be delivered in Golden the second day.

1293. The distance between that place being about 45 miles?—Yes.

1294. And railway nearly the whole way?—Yes.

1295. Supposing you were to send that letter by rail, it would be delivered in Golden that evening?—I should think so.

1296. It takes two days in getting there, and the same time in replying through the post?—Yes; and I may just mention here, that when residing there, I generally received about five letters every morning from Clonmel, and for five mornings those letters did not reach me until the second morning after being posted in Clonmel. In consequence of the car leaving Clonmel at some 43 minutes past 3, being late for the mail train to Tramore, those letters remained in Waterford 24 hours, and came out to me the following morning.

1297. You stated just now, from hearsay, the course of communication between Killenaule and Ballingarry?—Yes.

1298. Are you are acquainted, from your own knowledge, with the delays which take place between Clonmel and those small towns in the neighbourhood?—Yes; and I am quite convinced that the statement about Killenaule and Ballingarry is perfectly correct. I have no doubt about it.

1299. *Chairman.*] Can you give any information respecting the correspondence with the county of Clare and county of Kerry, connected with Clonmel?—At present the mail is conveyed from the Junction to Limerick by coach.

1300 Mr. *De Vere.*] Perhaps you will be so good as to trace the progress of a letter which starts from Waterford, intended for Limerick; you have, in the previous part of your evidence, traced it as far as Clonmel; will you go on from that point to Limerick with the letter?—A letter posted in time for the car leaving Waterford at half-past four o'clock, is conveyed to Clonmel. The letters there are all sorted, and it is conveyed to Goold's Cross by this one-horse car, reaches Goold's Cross about 12 o'clock, is then conveyed by the railway from Goold's Cross to the Limerick Junction, and is then taken on by a two-horse coach.

1301. What time does it reach the Junction?—It reaches the Junction at 2 minutes past 12 at night.

1302. You said the car reached Goold's Cross at that time?—I cannot be sure of that. I see the train is at Goold's Cross at 34 minutes past 11, and that car reaches in time for that train.

1303. It reaches the Junction at what time?—It arrives at 2 minutes past 12 at the Junction.

1304. It then goes by car to Limerick?—Yes, from the Junction to Limerick.

1305. What time does it get to Limerick?—I should suppose it reaches Limerick about three o'clock.

1306. A letter which leaves Waterford at half-past four arrives in Limerick at three o'clock?—About three o'clock the next morning, provided it be posted at that time in Waterford; but if posted after four, it will go to Dublin.

1307. Mr. *Wickham.*] When will it be delivered in Limerick, going round by Dublin?—It will go down by the day mail, which leaves Dublin about half-past eight, and will reach Limerick about two o'clock the following day.

1308. Mr. *De Vere.*] What time would it reach Limerick, supposing the mail were carried by the Limerick and Waterford Railway?—The average time of the train is about three hours to three hours and a half.

1309. And the circuitous route by car, how many hours does that take?—About 10 to 11 hours.

1310. If it is posted after four, it will then go round by Dublin, involving 22 hours?—Involving 21 or 22 hours.

1311. I understand you to say, that there are two courses that the letters from Waterford to Limerick take now, according to the time at which they are posted, whether before four or after four?—Yes.

1312. That if posted before four they will go by those cars, which involves a period of about 11 hours; and if, after four, that they go round by Dublin, involving a period of 22 hours?—Yes.

1313. Whereas if they went by the railway, which goes direct from one town

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to the other, the letters would be transmitted directly, in a period of from three to three hours and a half?—Yes.

1314. Let us forward those letters a little further, and suppose that those letters, instead of stopping in Limerick, are intended for the western parts of the county of Limerick, or for the northern parts of Kerry; the letter-bags are sorted in Limerick, I suppose?—They are sorted in Limerick; they are then sent on by cars, I believe, and by public conveyances to the west, to Newcastle, to Foynes, and Tarbert. Foynes is the intended packet station, to which there is a railway making at present, and to some parts of the county of Kerry, I believe to Abbeyfeale, they go; and there are a number of smaller places.

1315. Some of those places you mention are distant from 30 to 40 miles from Limerick?—Yes; I believe Tarbert is about 42 miles.

1316. Then, supposing that the mails could be so accelerated that they would arrive in Limerick at 11 or 12 at night, instead of three o'clock in the morning, though it might not make a material difference to the citizens in Limerick at what hour they arrived in the middle of the night, it would make a great difference to those parts of the country, to which the post arrived, to leave Limerick at an earlier hour?—If the mail were sent by rail to Limerick it would only occupy an hour in transmission from the Junction, and those districts would receive their mails at an earlier hour, of course, in the morning, and would have more time to answer their letters.

1317. Can you state anything with regard to the mails to Clare and Ennis?—I am not sure, as to Ennis, whether any change has taken place lately; I do not know whether they go to Ennis by Limerick or not, but I believe they do. I may mention, that the great facility that would be afforded by a night train from Waterford would be the conveyance of all the communication between those towns that have been spoken of, Waterford, and the towns around; Tramore, Dunmore, Passage, Carrick-on-Suir, Clonmel, and Cahir; it would facilitate the communication very much by the Waterford and Limerick Railway; and also, if the train from Limerick to Waterford were upon that road, it would convey the Waterford letters from Dublin and London, the night-mail letters to Waterford arriving about half-past two in the morning, and enable all the towns south of the line to remedy all those inconveniences that I have heard stated by the witnesses here, and to receive their letters at a reasonable time in the morning; and, in fact, obviate all the difficulties that we have heard stated by Mr. Doudney, and those Waterford gentlemen.

1318. Are you aware that there are considerable banking establishments in Rathkeale and Newcastle, which would be considerably benefited by the acceleration of the mail?—There are banking offices at those places, and I should consider it would be an important thing for that district; it is a very important district of the county of Limerick; I should say, perhaps as important as any other part of it with the exception of the city of Limerick.

1319. Goold's Cross is at present the point of junction upon the Dublin and Cork Railway for the Waterford and Clonmel letters?—It is the point of junction for receiving letters from Clonmel, and any letters to be conveyed by the mail leaving Waterford at half-past four o'clock to the points south of that line.

1320. For all letters from Cahir, Tipperary, Clonmel, Carrick-on-Suir and Waterford which go by this car you have mentioned, the point of junction with the railway is at Goold's Cross?—Yes.

1321. Goold's Cross is in a direction considerably north of all those?—Yes, considerably north.

1322. Therefore the selection of Goold's Cross as a point of junction is unfavourable for the conveyance of letters going to the south, such as letters going to Limerick and Kerry?—Unfavourable; the proper place is the Limerick Junction, where all those trains meet.

1323. Which is the point where the two railways intersect?—Yes.

1324. *Chairman.*] But that car to Goold's Cross does not go beyond Clonmel in that direction, nor beyond the Junction in the other direction; there is a separate car from Cahir to Goold's Cross, is there not?—No; there is a car from Cahir to Cashel which meets this car; the mails are taken on together to Goold's Cross.

1325. So that this car from Clonmel does not go in the direction of Cahir?—No; the post is conveyed to Cashel, and then taken from Cashel to Cahir; Cahir stands in the same position as Clonmel with respect to its general postal communication.

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1326. Mr. *De Vere.*] Is not Goold's Cross the point generally selected as the point of junction on the railway for letters for the whole of the districts lying to the south of the railway as between Waterford, Cork, and Limerick?—The night letters to Carrick-on-Suir do not come that way, they come by the Maryborough car.

1327. They go to a point of junction still further north?—Yes.

1328. Then all the points of junction with the railway reached by those letters which are not transmitted by the Waterford and Limerick Railway, but by cars and coaches, are points of junction considerably to the north, and therefore injuriously affect the transmission of any letters intended for the southern parts of that line?—Certainly; in fact they make the communication now almost useless, inasmuch as that car leaves at an hour at which it is practically useless, and a number of letters are now conveyed by three-penny parcels on the railway.

1329. Would all those inconveniences which you have been detailing be obviated by carrying the mails along the Waterford and Limerick Railway from Waterford to Limerick, of course intersecting the Dublin line at the junction?—Yes; I will just quote a passage in a letter addressed to Lord Canning upon the subject, which embraces the whole thing. This letter was addressed to Lord Canning on the 17th of April, after an interview which we had with him; "Many and most important advantages would be obtained by your Lordship's adoption of the system of conveying the mails by railway between Waterford and Limerick. At present the day mail trains from Dublin and Cork meet at the Limerick Junction, and the night mails, by a little arrangement, could easily be made equally convenient, as at present a difference of only 16 minutes exists in the time of their arrival there, thus affording every desirable and necessary facility for connecting the cities of Dublin, Cork, Waterford, and Limerick, and the intermediate towns, with the most perfect and satisfactory postal communication, both by day and night mails." That embraces the whole point just referred to.

1330. *Chairman.*] Do you know anything about the postal communication between Clonmel and Kilkenny?—Yes.

1331. Is that in a defective state?—There is no direct mail between Kilkenny and Clonmel.

1332. If you post a letter from Clonmel to Kilkenny, how does it go?—A letter posted at Clonmel leaves at 8 o'clock, or half-past 8, in the evening, for Goold's Cross by the one-horse car, goes by the railway thence to Dublin, then down to Kilkenny by the day mail which comes by railway, and reaches Kilkenny I think between 11 or 12 the next day, and returns by the same route.

1333. Then your letter for Kilkenny goes up to Goold's Cross, from Goold's Cross by railway to Dublin, and from Dublin down to Kilkenny?—Through Carlow by railway to Kilkenny.

1334. What is the distance from Clonmel to Kilkenny by road?—About 31 miles.

1335. Mr. *F. Scully.*] Have you not a branch of your bank at Thomastown?—There is a branch of the Tipperary Bank at Thomastown; there are also branches of the Tipperary Bank at Athy and Carlow.

1336. With respect to Thomastown, how long is it before you get an answer to a letter from Thomastown?—The letters go by the same route as to Kilkenny, and they reach Thomastown about an hour after arriving at Kilkenny.

1337. How far is Thomastown from Clonmel?—About 35 miles.

1338. Considerable inconvenience arises from the delay in the delivery of those letters, it formerly was much earlier, was it not?—Previous to the establishment of the railway, they were delivered much earlier by a direct communication by a four-horse coach through Kilkenny.

Mr. *J. Kenny.*

Mr. *Joseph Kenny*, called in; and Examined.

1339. *Chairman.*] YOU are the Mayor of Clonmel?—I am.

1340. Have you heard the evidence given by Mr. Kennedy?—I have.

1341. Is there anything material you can add to it?—Nothing.

1342. Mr. *F. Scully.*] You fully coincide in all he has said?—I do.

Veneris, 13° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. Meagher.	Mr. Grogan.
Mr. Maguire.	Mr. Barrow.
Mr. H. Herbert.	Viscount Monck.
Mr. Fagan.	Mr. Liddell.
Mr. De Vere.	Sir Stafford Northcote.
Mr. Ricardo.	Mr. F. Scully.

THOMAS MEAGHER, Esq., IN THE CHAIR.

J. D. Fitzgerald, Esq., a Member of the House, the Solicitor-General for Ireland; Examined.

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1343. *Chairman.*] HAVE you anything to state to the Committee with regard to the postal arrangements in Ennis, and connected with Ennis?—I have, as to the postal arrangements between Dublin and Ennis.

1344. Will you be so good as to proceed?—I can state how the service is circumstanced at present, and the mode in which the grievance which the inhabitants complain of was brought before the Post-office authorities; according to the present arrangements there is but one postal communication between Dublin and Ennis, and I think it leaves Dublin at a quarter past seven in the evening. The mail is carried by the Midland Great Western Railway to Oranmore, which is within six miles or six miles and a half of Galway; it reaches there about half past twelve at night, and it is then dispatched by car or coach, I do not know which, across the country to Ennis, and reaches Ennis at seven the following morning.

1345. What is the distance from Galway?—I cannot tell the precise distance, but it is about five hours' journey from Oranmore to Ennis by car or coach. The result of having only that one daily communication has been that the London letters and newspapers, and letters from Liverpool and Manchester, which reach the post-office in Dublin about seven in the morning I believe, according to the present arrangements by the early mail, remain in Dublin the entire day; in fact they would be lying at the Post-office in Dublin twelve hours and a quarter before they are dispatched for Ennis. As long as it would have involved the Post-office in a large expense to give a day mail to Ennis, the inhabitants made no application nor took any step, though several complaints were made from time to time to me; however, some time ago the Post-office authorities established a day mail between Dublin and Limerick; Limerick is on the direct road to Ennis within 21 miles of it. I am not able to state the precise hour, but I believe that the Limerick mail leaves Dublin somewhere about half past eight in the morning, and consequently would reach Limerick somewhere about two in the afternoon, and when the people of Ennis and the people of the county at large ascertained this to be the case, they transmitted a memorial to me to present to the Post-office authorities, praying that they should be accommodated by sending by the day mail to Limerick the bag of letters for Ennis, which could at a very trifling expense be transmitted the remaining 21 miles, so as to reach Ennis about five in the afternoon; so that letters by that arrangement leaving England, or newspapers leaving England for the county of Clare at five in the afternoon, would reach Ennis in about 24 hours, in place of 36 or 37, according to the present arrangement; I have not a copy of the memorial, for I sent it with an explanatory letter from myself to the Post-office authorities in England; I have, however, given the substance of it.

1346. Mr.

1346. Mr. *Barrow.*] Assuming that the correspondence with England and the newspapers may be considered as of more importance than the night letters from Dublin, and assuming that, owing to the expenses of the Post-office being so large as to absorb the revenue, which at present certainly seems to be very much the case, they could only have one communication; which of the two you have mentioned would they prefer?—I am not prepared to answer that, save as a matter of opinion; but as a matter of opinion, I should say, if they were to have but the one mail, they would prefer the evening mail for its convenience in conveying the Dublin daily letters; that is my own opinion; the memorial which I have stated was sent with a letter from myself to the Post-office authorities here, was transmitted about three or four months ago; I got a reply to that memorial, the substance of which, according to my recollection, for I transmitted it at once to the municipal body of the town of Ennis, was that the expense would be too great to justify the Post-office authorities in establishing a second communication with Ennis. In transmitting that reply, I also wrote a letter to the municipal authorities, requesting they would state to me what the expense would be of having this day communication between Dublin and Ennis, and I got a fresh communication from them, which I also sent to the Post-office authorities, and that fresh communication, sent by authority of the municipal body of Ennis, from the chairman of the town commissioners there, stated that the expense would be very little, because a day coach left Limerick for Ennis about four or five every evening, by which this day bag for Ennis could be conveyed, and that they would undertake that the entire expense to the Post-office should not exceed 70*l.* a year. I have in my hand the reply of the Post-office, and it is the only one of the documents I have. Perhaps I had better read it; it is dated 25 May 1855, addressed to myself: "Sir,—I am directed by the Postmaster-general to acquaint you, in reply to your further letter of the 21st instant, respecting the memorial for a day mail to Ennis, that the application has not been misunderstood, as you suppose, but that in considering the question of extending to Ennis the day-mail service between Dublin and Limerick, which is already existing, the cost of merely providing for the conveyance of the bags between Limerick and Ennis was taken into account, and it was found that the expense for this service alone exceeded the total amount of postage upon the correspondence which would be benefited. Although the offer which had been obtained for the service between Limerick and Ennis was at a higher rate than that at which the Ennis Town Commissioners are willing to guarantee its performance. His Lordship regrets that the circumstances of the case will not warrant an expenditure at all approaching even the amount now mentioned. I have the honour to be, Sir, your obedient servant, *F. Hill*, Assistant Secretary."

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1347. Mr. *Grogan.*] It does not give any opinion of what the expenses would amount to?—No; I should explain a passage in that letter, which says that the application has not been misunderstood; that is in reply to an observation in a letter of mine. Mr. Hill in his letter spoke of the communication between Dublin and Ennis, whereas I was calling his attention to the communication between Limerick and Ennis. It does not state the entire expense which the Post-office authorities thought would be incurred; but I can state that 70 *l.* a year was the expense for which the authorities of Ennis offered to guarantee the service. Being of course myself connected with the Government, and meeting with that refusal, I could carry the case no further; but one of the Members for Ennis, Mr. Serjeant O'Brien, took the matter up, and moved in the first instance for a return of this correspondence with the Post-office about three weeks ago. In the meantime, this Committee having been appointed, he obtained an order referring this matter to the Committee. I may add, that I am aware myself, and can state positively, that not alone the inhabitants of the town of Ennis and its vicinity, but a considerable portion of the county of Clare, which is a large county, is very much inconvenienced by the absence of this day mail; I do not speak of Ennis alone, which itself contained a population of somewhere about 10,000 in 1841, and is the county town of a very large county, but of the gentry who very much reside in the vicinity now; I may mention the name of one especially, who complained to me of the sad inconvenience to him during his summer residence there; I mean Sir Colman O'Loughlin; he resides about four miles from Ennis for a great part of the year; I mention his name as illustrating the case of the county gentlemen generally; it is a matter of great importance to him that he should get his English newspapers and

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his English letters in a day, whereas they do not arrive till the second day. The mercantile community there, though small in amount, have also represented the inconvenience they sustain. There is a considerable traffic in corn and provisions, and they state that it is of very great importance to them to have speedy communication between the manufacturing districts in England and their town, and also between Dublin and their town; if, for instance, a merchant in Dublin receives a communication from England in the morning which he wishes to transmit to his correspondent in Ennis, as to the state of the prices, or any other thing connected with the market, he cannot do it that day unless he sends a special messenger; he has no means of doing it, he must wait for the night mail.

1348. Mr. *Barrow.*] Would that day mail arrive in Ennis in time for the dealer in Ennis to answer that letter by the mail in the evening?—It could easily be so arranged, I think, without the slightest inconvenience, according to the present arrangement; the night mail for Dublin leaves Ennis about seven in the afternoon; there would be quite time enough, because the letters could easily be brought into Ennis two hours before the night mail left; as you will see, by looking at the map, it goes a somewhat roundabout way, going to Oranmore first and then to Ennis.

1349. Mr. *Grogan.*] Did the proposal of the Town Commissioners of Ennis suggest the hour at which the mail should return in the morning?—It described the proposed mode of transmitting the day mail from Dublin down.

1350. Did the Commissioners suggest any means of sending the up day-mail?—No; the up day mail at present is convenient enough, because it leaves Ennis about seven in the evening, according to my recollection.

1351. That is the night mail?—Yes, there is no day mail; they do not suggest the necessity for anything of the kind. Besides, if it becomes necessary to have any communication with Dublin from Ennis by day, that is open to them; there are several communications from Ennis to Limerick by private cars in the course of the day, running between the two towns, and if they wish to transmit a letter by day from Ennis to Dublin they have to send it on to Limerick, and post it there by private hand, or by one of the vehicles.

1352. For want of a morning communication from Ennis up to Dublin, the letters are transmitted in the way you describe?—Sometimes by hand to Limerick, but more commonly by the evening mail.

1353. Can there be any doubt that it would be a convenience to merchants and gentlemen resident in Ennis and the vicinity, if they had a morning mail which left Ennis in sufficient time in the morning to enable them to send their answers, so that they could be received in Dublin in the evening and forwarded by the Dublin dispatch to London?—No doubt it would be a matter of convenience, but not at all so urgently required as a daily communication from Dublin to Ennis, because the great object of that is to get within a day the English and foreign letters in such time as to be able to reply to them that evening, that letters transmitted from Dublin in the morning should reach the place in such time as that the people resident in Ennis could reply the same day; they could do that if the Post-office authorities would adopt the plan suggested, of putting the Ennis bag into the Limerick mail, and then having it transmitted from Limerick to Ennis; by that mode it would reach Ennis about five in the afternoon, and the whole expense to the Post-office would be 70 *l.* a year.

1354. They declined the offer of 70 *l.* a year, as being too much for the postal receipts of Ennis?—I do not understand the letter I have put in as applying to the whole postal receipts of Ennis, but to that portion of the postal receipts which would result from the day mail.

1355. Have you any data at present, by which an estimate can be formed of an untried postal communication?—I can form no estimate of it, the Post-office can.

1356. Do you know the amount of the Ennis postal receipts?—No; but it struck me upon that letter, that the Post-office authorities were acting upon a very erroneous principle, viz., that they are to establish no postal communication with any particular place or district, unless it can pay itself.

1357. I suppose you are surprised to hear that the postal receipts of Ennis exceed 1,200 *l.* a year?—No, I am not surprised; though a small town, it is certainly

certainly a very important and rising district; the place was under adverse circumstances before 1851, and had very materially fallen; its population had been reduced by 1,500 in the ten years previous; it is rising again, I am happy to say, both in the town itself and in the county round about; there is every appearance of increasing and permanent prosperity.

1358. The refusal therefore of this day accommodation, so generally requested, is the more surprising?—It is not alone surprising to me, but I can assure the Committee that the inconvenience has been very great; I have felt it myself, having at times had to communicate by special messenger, for want of any means of sending from Dublin to Ennis within the day.

1359. Viscount *Monck*.] The correspondence which, as I understand you, would be benefited, is not the correspondence of the town alone, but the correspondence in the town and beyond it?—I did not mean to convey that.

1360. As I understood you, you said you could then get letters two hours before the return of the mail, your object being to send answers the same day?—That is one of the objects, but it would be a great object to the districts which are sub-posts to Ennis to get, 12 hours sooner, English letters and newspapers from Dublin. Take, for example, a newspaper leaving London at five this evening, that would be delivered at the Dublin Post-office at about seven to-morrow morning; according to the present arrangement, it will remain in the Dublin Post-office for 12 ¼ hours before it leaves again; it is then transmitted by the Galway mail to Oranmore, and from Oranmore across the country, and it arrives at Ennis about seven the following morning.

1361. At what time would you propose it should arrive, under the arrangement you suggest?—From my local knowledge, I can say that the arrangement could be so made that it would arrive at Ennis at five in the afternoon, in place of seven the following morning.

1362. Then it would be pretty nearly useless to commercial men?—No, it would not, because those letters could be replied to the same evening.

1363. A gentleman gave us evidence on the subject of the arrival of letters in Clonmel, stating as an objection that, because they arrived at five in the evening, they were utterly useless to him?—That was for banking purposes, I am told.

1364. Mr. *De Vere*.] I believe the mail which goes from Limerick to Ennis proceeds on to the towns of Kilrush and Kilkee?—Yes.

1365. Can you state to the Committee what time they arrive at Kilrush and Kilkee?—No.

1366. Viscount *Monck*.] What is the distance?—About 30 miles.

1367. Then those letters would not be the least benefited by your proposal, because they would arrive in the middle of the night?—They would arrive, I should fancy, about eight or nine in the evening.

1368. Mr. *De Vere*.] You have been asked whether letters arriving at such a time as not to admit of an immediate answer, would be of any benefit to the person receiving them; is it not very often a very material benefit to the commercial man to receive intelligence, though he may not be enabled, by the state of the post, to make an immediate reply?—Certainly; it may be a letter requiring no reply, but containing very important information for him to get early.

1369. Viscount *Monck*.] Are Kilrush and Kilkee places of commercial importance?—Kilkee is not; it is a watering-place on the Atlantic, of fashionable resort now from Limerick and the neighbourhood: Kilrush is a place of commercial importance, that is, there is a very considerable trade from it in corn and provisions, and its commercial importance is rising in that way.

1370. Mr. *De Vere*.] Is not Kilrush the last place upon the Shannon for outgoing ships?—It is.

1371. Might it not be very important to merchants connected with that shipping to be able to transmit the very earliest intelligence, so as to reach ships that were lying at Kilrush on their outward voyage?—I conceive it must be of importance.

1372. I believe the summer population of Kilkee is very large?—The summer population is very large; it comes from all parts of Ireland, principally from Limerick and its vicinity, but also from Dublin and from other parts; it is a favourite watering-place.

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1373. I believe that almost all the commercial classes and shopkeepers of Limerick, at least a very large number of them, go down to Kilkee in summer?—It is their place of resort for health.

1374. Do you conceive it to be a fair principle, taking the Post-office arrangements of the entire country as one whole, to say that the expenditure should be balanced by the receipts?—I have not considered that question sufficiently to make my opinion of any value, but I would not think it a fair mode of dealing with it.

1375. Viscount *Monck.*] Do you think the revenue derived from a single post-office is expended solely in the operations of that post-office in its own locality, or must it not be taken to apply to the transmission of the letters returning from that post-office over the whole United Kingdom?—I understand you to mean that, looking at the postal arrangements, you are not to look at a single town and ask whether that would pay or not.

1376. Certainly.—That I would conceive to be the correct rule.

1377. Sir *S. Northcote.*] Is there at present a mail communication between Limerick and Ennis?—There is no postal communication, but there are what they call vans and Bianconi's cars, and there is also a coach; in fact, there are almost every hour in the day public vehicles going to and fro.

1378. *Chairman.*] If I write to a person in Limerick from Ennis, how does my letter go?—There is a mail from Galway, proceeding round through Ennis to Limerick; you can send by that.

1379. If I post a letter in Ennis for Limerick it goes up to Galway?—No; the Galway coach, on its way to Limerick, passes through Ennis, and it will convey any local letters from Ennis to Limerick.

1380. Then there is a local post?—There is in the evening.

1381. Sir *S. Northcote.*] What are the hours of postal communication between Ennis and Limerick each way?—I am not exactly prepared to answer at present what the hour is at which the Galway mail passes through, but I think it is about five in the evening.

1382. Five in the evening that it passes through Ennis on its way to Limerick?—I think it leaves Ennis about seven in the evening by the Galway mail for Limerick.

1383. About what time does it arrive at Ennis from Limerick?—I think it is ten in the morning, on its way to Galway; but I am speaking now from recollection, because the hours have varied; and when travelling myself there I am more in the habit of posting than going by any public communication.

1384. Is there much communication between Ennis and Limerick?—A great deal.

1385. Are there many letters passing between Limerick and Ennis?—I am not prepared to answer that; I should rather state that the communication between Limerick and Ennis by letter is more by means of private hands; there are so many communications at every hour in the day that it would be inconvenient to wait for the night post in place of sending them by hand or private vehicles. There is a great deal of general communication between the two towns, both commercial and otherwise; any one not in the habit of travelling upon the road, from the number of vehicles to be seen passing, would be surprised at it; it is a communication increasing daily.

1386. What is the distance?—Twenty-one miles.

1387. Mr. *De Vere.*] The amount of communication is sufficient to justify the making of a railway, which is at present in progress?—Yes; the communication is such as to render the prospect of success pretty certain.

1388. I asked you whether, in your opinion, the principle of requiring the receipts of the Post-office generally to balance the expenditure was a just principle; I understood you to say you thought not; I may ask whether you think applying that principle to separate localities in detail is not, *à fortiori*, a far more false principle?—I should rather not answer an abstract question which I have not well considered, because I think the value of answers depends upon their conveying the witness's deliberate judgment upon the case, so as to assist The House afterwards in coming to a conclusion; I have not considered this question sufficiently to give an answer.

1389. Sir *S. Northcote.*] I understood you to say that at present the letters from London or from England lie in Dublin about 12 hours before they are forwarded

forwarded to Ennis?—That is supposing they leave London by the early five o'clock mail.

1390. Arriving in Dublin at seven o'clock in the morning, they lie there about 12 hours, whereas by the plan you propose you would accelerate the delivery in Ennis by 14 hours?—Yes.

1391. How do you make the difference of two hours between the 12 and the 14 hours?—The difference arises thus: you have a well appointed railway communication to within 21 miles of Ennis, that is by way of Limerick, which would convey letters from Dublin to Limerick in about 5½ hours. By the other route they go to Oranmore by Galway, and then there is a long night journey thence to Ennis.

1392. Then, if I understand you correctly, you not only object to the long delay in Dublin, but to the taking of the slowest route to get to Ennis?—Yes.

1393. In that case it would be more rapid to communicate to Ennis uniformly by way of Limerick?—No; because at present there is not a direct night communication to Limerick by rail. I rather think, at present, the mail is carried on the Great Southern and Western Railway only to the junction, which is 20 odd miles from Limerick, and it is to be then conveyed by car from the junction to Limerick.

1394. But you would be of opinion that, supposing the railway were employed the whole way to Limerick, it would be the quickest way to Ennis?—Yes.

1395. Mr. *H. Herbert.*] Used not the Ennis letters to go by way of Limerick formerly?—I rather think, before the Midland Great Western Railway was opened to Galway, the Ennis letters went both ways by the Limerick route; that is my recollection.

1396. Viscount *Monck.*] At what time does the mail by which you would propose to send this bag leave Dublin now?—I am informed that it leaves Dublin at half-past eight in the morning, and there is no difficulty at all at the present moment in conveying a letter from Limerick to Ennis within two hours; I have gone there myself in a common car in two hours.

1397. Mr. *Fagan.*] Do you know the sub-post of Burrin, in the county of Clare, near Oranmore?—Yes.

1398. Do you know the town of Clarecastle?—I do, very well.

1399. What distance is Clarecastle from Ennis?—Clarecastle is on the road between Limerick and Ennis; about two miles from Ennis; it is the port, in fact, of Ennis, where vessels can come up the estuary of the Fergus to Clarecastle.

1400. It has been represented to me that two letters being posted in Burrin, one for Ennis and another for Clarecastle, two miles distant from Ennis, the one posted for Clarecastle goes up to Dublin by the Midland Great Western Railway, and comes down from Dublin by the Great Southern and Western Railway, and by that means reaches Clarecastle, two miles from Ennis, having travelled 300 miles, while the letter directed to Ennis goes direct to Ennis; can you state that that is the case?—I cannot state that that is the case; but I have heard of cases quite as startling as that in the postal communications of Ireland; I recollect myself, when once in Connemara, I had to be at a gentleman's seat in the following week; I wrote him upon the Thursday from a place called Maan in Connemara, sent a special messenger with the letter to the next post town, so as to have it in time for the evening post, apprizing him that I would be with him on the following Tuesday; I did not leave the place till Sunday, and did not arrive at Limerick till the Wednesday, but I arrived there 12 hours before my own letter.

1401. Do you know a gentleman of the name of William Smith, living near Burrin?—I knew a gentleman, formerly, a Mr. Smith of Castlefergus, near Ennis.

1402. An intelligent gentleman?—Yes, and who formerly represented a considerable estate there.

1403. Will you have the kindness to read a passage to the Committee from this letter of Mr. Smith's (*handing the same to the Witness*)?—"I have a son, a captain in the Clare Militia, quartered in Clarecastle, a post town in Clare as well as Burrin; a mail-car leaves Galway every night for Ennis and Limerick, passing through Oranmore, the head office of this sub-district, as also through Clarecastle, which is just two English miles at the Limerick side of Ennis; suppose I write two letters, and put them both in Burrin office in the evening, one to my son at Clarecastle, and the other to Ennis, they both go to Oranmore, and the

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the one for Ennis goes direct, arriving there early the following morning; but to accomplish the other two miles to Clarecastle, it goes to Dublin, 122 miles, from Dublin to Limerick, 130 miles, and from Limerick to Clarecastle, 23 miles, making 275 miles of a short cut, and arriving the second morning, or 24 hours, with the aid of two railroads, the Midland Great Western, and the Great Southern and Western, after the Ennis letters." I cannot state whether that is accurate or not.

1404. Viscount *Monck*.] There must be some direct postal communication between Ennis and Clarecastle, because it gets there after all, does not it?—No; but what makes it more striking is that the very conveyance which would convey the letter from Oranmore direct to Ennis, after leaving Ennis, passes through Clarecastle on its way to Limerick.

1405. Mr. *Fagan*.] Is there a mail between Galway and Limerick?—There is, unless it has been discontinued within the last year; there was a mail between the two places.

1406. This gentleman, from your knowledge, is an intelligent person, who is not likely to mistake?—He is a gentleman whom I knew by appearance only, but he was certainly reputed to be a gentleman of intelligence.

1407. Sir *S. Northcote*.] You are aware that it sometimes happens that letters posted for some place or other are mis-sent by the Post-office?—Yes, from various causes, illegible directions for instance.

1408. You have never heard, I presume, that it is the usual practice to send letters round from Burrin to Clarecastle by way of Dublin?—No, I have not till now, and I confess myself very much surprised that such an arrangement should be allowed to exist.

1409. Mr. *Grogan*.] I presume you are not aware of the route which letters generally take in transmission from one place to another?—No, I am not.

1410. *Chairman*.] Have you anything else which you wish to state to the Committee?—No.

1411. Mr. *Maguire*.] You have heard, you say, other startling cases of the eccentric management of the Post-office?—I heard several mentioned by the Honourable Member for Dungarvan in the House, which startled me very much.

Mr. *Christopher O'Brien*, called in; and Examined.

Mr. *C. O'Brien*.

1412. Mr. *Maguire*.] YOU are a Merchant in Dungarvan?—Yes.

1413. You are also a member of the town commission?—Yes.

1414. Dungarvan is a seaport town in the county of Waterford?—Yes.

1415. I believe Dungarvan is considered an important town?—It is; and it is rising in importance every day.

1416. Containing a large population?—About 10,000; in the summer it is much more; it is very much resorted to for the purpose of bathing.

1417. I believe Dungarvan is remarkable for its valuable fishery?—There is a very large fishery; there are about 120 fishing-boats, with an average of six men to each.

1418. Giving employment, I believe, to a population of somewhere about 3,000?—Yes; I think there are about 3,000 supported by fishing in Dungarvan.

1419. Dungarvan has also its own shipping?—Yes; there are about 3,000 registered tons of shipping belonging to the port.

1420. I believe Dungarvan has also a considerable export trade in butter and pork?—Yes; there is a very good market, a butter market and a corn market, in Dungarvan.

1421. What is the average export?—I should say the export in corn and butter from Dungarvan would reach 150,000 *l.* a year, certainly not under 100,000 *l.* a year.

1422. It has, I believe, very important commercial relations with the towns of Fermoy, Tallow, Lismore, Cappoquin, and Youghal?—Yes.

1423. Are the people of Dungarvan injuriously affected by the non-use by the Post-office of the Waterford and Limerick Railway?—Yes, they are, very much.

1424. Will you state to the Committee in what way?—Particularly with regard to the day mail from Dublin, which also carries the letters from Liverpool, Manchester, and London, and arrives in Dungarvan about six o'clock in

in the evening; there is no delivery then, and the letters remain in the office until nine the next day. If the railway were used, those letters might be expedited about two hours; the mail coming in about four o'clock, a second delivery that evening would enable the parties to reply by the going-out mail in the morning at seven.

1425. That mail reaches Dungarvan *vid* Waterford?—Yes.

1426. And also brings all the Waterford letters?—Brings all the Waterford letters.

1427. That post is delivered at six o'clock in the evening?—It arrives at six o'clock in the evening; it is not delivered.

1428. Then there is no delivery until the next morning?—The next morning at nine.

1429. If those letters were delivered that evening, when could the Waterford letters be replied to?—They could be replied to that night, and leave next morning.

1430. Speaking of Waterford letters, at what time, under existing circumstances, in consequence of the non-delivery until nine the next morning of letters, which reach Dungarvan at six in the evening, can those letters be answered?—The answers could not be posted until some time the next day, but the letter would not leave Dungarvan until the following day, so that a letter which arrives in Dungarvan on Monday evening could not be delivered and replied to until Tuesday, and would not leave Dungarvan until Wednesday.

1431. A letter from either London or Dublin, which arrived at six in the evening, you say might be delivered under existing circumstances, supposing the railway not to be used, at seven?—There might be a second delivery at seven o'clock, and thus save 12 hours for the Dublin and English letters, under existing circumstances.

1432. At present a letter is not delivered till next morning, so that the answer to it cannot be posted till the next evening?—Exactly.

1433. The mail which arrives in Dungarvan at six in the evening with the English and Dublin, as well as the Waterford letters, is not delivered that evening?—No; not till nine o'clock the next morning.

1434. Previous to which time a mail has left Dungarvan, which takes the Waterford letters?—The return of that mail has gone.

1435. Therefore there can be no reply to that mail by the legitimate and proper time?—No, there can be no reply in course of post.

1436. You say, that assuming that a letter arrives in Dungarvan at six, and is not delivered till nine on Tuesday morning, the answer which is written on Tuesday does not leave Dungarvan until Wednesday morning?—Not if it is for Waterford.

1437. But if it is an English or Dublin letter it goes off at four o'clock on the Tuesday evening?—Yes.

1438. Whereas if there were a delivery that night, under present circumstances, at seven o'clock, or supposing they used the railway, by four or five o'clock, both Waterford and Dublin letters could be answered the next morning?—Certainly; there would be plenty of time to answer them.

1439. How many deliveries are there in Dungarvan?—Only one.

1440. One for the day—One for the entire day; and there are three mails coming in at different hours.

1441. And but one delivery?—One delivery only.

1442. *Chairman.*] So that they all arrive before the delivery?—No; there has only one arrival taken place when the letters are delivered, the other two arrivals remain in the office till the next day.

1443. Mr. *Maguire.*] I believe you suffer great inconvenience also from the want of a second delivery in reference to the Youghal mail?—Yes.

1444. Will you explain that?—The Youghal mail comes in at ten o'clock in the day, one hour previous to which the night mail with the Dublin and English letters is delivered, so that there being no other delivery during the day those letters that come in at ten o'clock in the morning must remain in the office without delivery until nine the next morning,

1445. Mr. *Fagan.*] Is the post-office open during the interval?—It is open, but the letters are not delivered to the general public unless they have a box; I have a box, and I pay for it.

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1446. Mr. *Maguire.*] How many persons avail themselves of that privilege in Dungarvan?—The postmaster told me there were about ten.

1447. So that the whole community of Dungarvan are excluded from that privilege, unless they pay for it?—They are.

1448. Such as do not choose to pay for it, or cannot afford it, are excluded?—They may not be able to afford it, or the correspondence may not be worth it.

1449. What do those pay who have a box?—Twenty shillings.

1450. Mr. *Fagan.*] Do you mean to say that a person calling at the post-office for a letter at any hour could not get that letter delivered to him from the door?—The assistant at the post-office is very obliging; he might do it as a matter of courtesy, but I should say, not as a matter of right, otherwise I should not pay my pound.

1451. Mr. *Grogan.*] Has it come within your knowledge that any person has been refused a letter after nine o'clock in the morning?—I cannot state an instance at present.

1452. Mr. *Maguire.*] I presume the persons who are to receive letters are not always on the look out for them, inasmuch as they do not imagine that every post may bring an important letter?—Of course. I have been occasionally very neglectful myself. I forget to send to the post-office when the mail arrives, particularly in winter, so that I do not get the letters that arrive in Dungarvan in the evening till the next morning.

1453. I believe the people of the town of Dungarvan, merchants and others, have asked for a second delivery?—Yes.

1454. Mr. *Grogan.*] Letters from Waterford, you say, arrive about six o'clock in the evening?—Yes.

1455. Do you ever apply at the post-office for your own letters after the arrival in the evening?—Yes.

1456. Do you get them?—I have a box, and I have to pay for that privilege.

1457. But if you had not a box, and did not pay 1 *l.* a year, should you get them?—I should say not.

1458. Viscount *Monck.*] You know that?—I do not know it of my own knowledge; but I do not think the public have a right. I know the impression is that they have no right to receive letters at the office, as there is a letter-carrier, and a delivery round the town.

1459. Mr. *Maguire.*] What was the reason given by the Post-office authorities for the refusal of the application for a second delivery in Dungarvan?—They stated that they were very much overworked, and the pay so very trifling that the postmaster could not do it.

1460. I am now speaking of the Post-office authorities; was any extraordinary reason given for refusing to accede to the request?—It was stated that as the mail was not in till six o'clock in the evening, or sometimes seven in winter, and the town not lighted, the letter-carrier would not see the directions, and would have a great difficulty in the proper delivery of the letters.

1461. Viscount *Monck.*] Do you think that a very extraordinary reason?—I do, indeed.

1462. Mr. *Maguire.*] Will you tell the Committee why you consider it a very extraordinary reason?—Because the letter-carrier might carry a lamp.

1463. Mr. *Grogan.*] Did you ever experience any difficulty in finding your own house in the night, however dark?—No.

1464. Have any of your friends?—No.

1465. Can you imagine that a letter-carrier, who is travelling the town every day of his life, could have any difficulty in finding the houses?—No; I should think he could find them with his eyes shut.

1466. Mr. *Maguire.*] Would there be any difficulty in having a lamp, if they were driven to any such expedient?—Certainly, no difficulty at all.

1467. What is the distance of the town of Cappoquin from Dungarvan?—About nine miles.

1468. How far is Lismore?—Twelve miles.

1469. Tallow?—Fifteen miles.

1470. And Fermoy?—Twenty-two miles.

1471. Will you tell the Committee how many days it would take to get an answer to a letter, posted on Monday morning at Dungarvan, to any one of those places; for example, to Cappoquin, a distance of nine miles?—About four days.

1472. Will

1472. Will you just trace the course of a letter, if you can, written on Monday at Dungarvan, to Cappoquin?—If posted at twelve o'clock on Monday it goes to Clonmel that night, that is 20 miles; thence to Dublin by way of Goold's Cross; it arrives in Dublin about the evening of the next day; it returns to Goold's Cross, and then goes by Cahir.

1473. When does it go by Cahir?—On the Wednesday morning.

1474. *Chairman.*] It is dispatched from Dublin by the evening dispatch about seven or eight o'clock on Tuesday evening?—Yes; and then it travels during Tuesday night, and arrives at its destination on Wednesday morning in Cappoquin.

1475. Will you state the number of miles which that letter has travelled on the way to a place nine miles distant?—I should say it is about 250 miles.

1476. And takes three days?—The greater part of three days.

1477. Mr. *Maguire.*] You cannot receive an answer to that letter in less than two days more?—Not till Friday.

1478. That is four days?—Yes.

1479. Is there any extraordinary obstacle in the way of the Post-office authorities, such as to prevent the possibility of your receiving an answer the same day?—No; on the contrary, there is an exceedingly great facility.

1480. What is the exceedingly great facility?—At present there is a Bianconi's car leaving Lismore, 12 miles off, at about five o'clock in the morning; it arrives at Dungarvan at seven.

1481. Does it pass through Cappoquin?—Passing through Cappoquin, it arrives at Dungarvan at seven, that is two hours.

1482. What time does that conveyance leave Dungarvan again?—It leaves Dungarvan again on the arrival of the Waterford car at about half-past six or seven in the evening.

1483. Passing through Cappoquin on to Lismore?—Yes.

1484. That is not availed of by the Post-office authorities?—It is not.

1485. May I presume that that would be a cheap mode of transmission if availed of by the Post-office?—Very cheap I am sure.

1486. Can you give the Committee any idea of what that would cost?—£. 10 a year I am sure would be the outside; it might be done for 5 *l.*

1487. Did you ever hear from the proprietor of the car that it might be done for 10 *l.*?—No more than in conversation with a party at Dungarvan, and from a correspondence I had previously with Mr. Bianconi with reference to his cars, to bring the mails to Dungarvan when we were complaining of that a year ago. I am sure an expenditure of 10 *l.* would be the outside for bringing the mails. I have no doubt, from his anxiety to give us the communication, he would do it for 5 *l.* a year.

1488. The same thing applies to all those towns, Cappoquin, Fermoy, and Lismore?—Yes.

1489. *Chairman.*] Cappoquin is Lord Stuart de Decies's post-town?—Yes.

1490. Mr. *Maguire.*] I believe some time since there was a direct communication between Dungarvan and those towns?—Yes, before the railways were established we had a direct communication through Waterford to Kilmacthomas, Dungarvan, Cappoquin, Lismore, Tallow, and Youghal on to Cork, and a return one the same day.

1491. Had you, under the old state of things, any communication, or do you remember any communication which you had with commercial correspondents in any of those towns which would illustrate the difference between the old system before railways were in being, and the present system, when railways are in existence?—Yes; I was enabled to apply for an offer for corn, in the morning, about 10 o'clock, by the mail which was going on to Cork, which arrived at Lismore in about two hours; the party made me an offer, which I received, in about three hours more, and I was enabled to write, accepting that offer, on the same evening; so that three letters passed by post in one day, about 8 or 10 years ago; now, that would take me seven days, which I did in one about 8 years ago.

1492. Do you think that there is any reason why there should not be a second delivery in Dungarvan?—Certainly not.

1493. Would it cost much now to give that large population the advantage of a second delivery?—An assistant, I am sure, could be got very cheap.

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1494. For 1*s.* a day, or something of that sort?—Yes, about 15*l.* a year, I am sure, would provide a good assistant.

1495. Are you prepared to state that the greatest inconvenience results from the present imperfect delivery; that is, one delivery only, when there are three mails arriving?—Certainly; no doubt about it.

1496. Are the commercial people there often obliged to have recourse to sending letters as parcels, either by hand, or by some other conveyance?—Very frequently; I very generally, myself, send a letter to a person by Bianconi's car, and I have oftentimes been obliged to send a special messenger with a letter to any of those places, that he may bring me back a reply.

1497. It is so important to have a direct and immediate communication upon commercial matters, that you are obliged to adopt that course?—Yes.

1498. You have stated to the Committee that the town is one deserving the serious consideration of the Post-office authorities, inasmuch as there is a very large export trade?—It is a very rising town, so much so that I do not believe there is a house in Dungarvan unlet at present.

1499. You were asked a question by an Honourable Member as to the delivery at the post-office window to persons applying for their letters; are the persons in charge of the post-office at Dungarvan, as it is, considerably over-worked?—Very much over-worked. The postmaster and the assistant complain very much of the over-work, and want of remuneration for the work.

1500. Can you give the Committee any idea what the remuneration is of the postmaster?—The postmaster has 40*l.* a year, having to provide the office.

1501. How many bags has he in a day?—He has nine bags in a day.

1502. When the salary was fixed, how many bags had he?—He had only three.

1503. So that the fact is, he tripled the duty, and his pay remains the same?—Yes.

1504. What does the assistant receive, upon whom the greater part of the duty devolves?—She receives 15*l.* a year; she is kept in constant attendance from half-past six in the morning till nine at night.

1505. Do you consider that that is a very inadequate remuneration?—Very.

1506. Can you state anything further to the Committee, either as to injury caused by the non-use of the railway, or by the arrangements in any other way?—If the railway were used, the day mail from Dublin would arrive at Dungarvan at about four o'clock, or perhaps three, in the afternoon. A second delivery could then very easily take place in time to give persons an opportunity of replying that evening, or during the night, to go off by the return of that post next morning, so that two advantages would be obtained. Great advantage would be obtained by expediting the mails to Dungarvan by the use of the railway, and the advantage of a second delivery. A second delivery would be an advantage to the Youghal mail, which, as I stated before, remains in the office very frequently until the next morning. It arrives in Dungarvan just an hour after the morning delivery of the night mails.

1507. You say if the rail were used, the mail would arrive at one o'clock, and it might be answered that evening, and the answers to it might go out the next morning?—Yes.

1508. Viscount *Monck.*] I understood you to say, that if there were a second delivery in Dungarvan all those advantages, so far as answering letters by return of post, might be obtained without the use of the railway?—Yes; but the time is then so very limited.

1509. About 12 hours, is it not?—No; the delivery could not take place before seven o'clock in the evening.

1510. When does the mail go out next morning?—At seven; so that you must reply during the night, and if you happened to want any communication with another part of the town before replying, it would be too late to have it.

1511. Sir *S. Northcote.*] If the mail arrives in Dungarvan at the time you propose, supposing the railway to be used, the objection which was taken about the delivery being made at night would not apply, the delivery could then be made by daylight?—Just so; the objection would not then hold good about the non-delivery for want of light, because they might then have daylight.

1512. Do not you think there would be considerable inconvenience in the delivery of letters late on a winter's night by the light of a lamp?—I think so; there would be very great inconvenience and insecurity, but not to such an amount

amount as to prevent my preferring rather to get my letters at that hour than have them to remain in the post-office till next day, and lose the mail. Of two evils, I would of course choose the least.

1513. *Chairman.*] At all events, all that inconvenience would be obviated by the use of the railway, because the delivery could take place before night?—The delivery could take place before night, and at the business time of the day too.

1514. Viscount *Monck.*] Is the delivery of which you speak the delivery of the day mail?—Yes.

1515. Is that a very large mail to Dungarvan?—It is a very large mail; I think half the English and Dublin letters come in by that mail.

1516. Have you any idea of what the amount of correspondence is at Dungarvan?—I have not.

1517. *Chairman.*] Do not you think the correspondence would be very greatly increased if the rail were made use of in reference to the answer you gave, that the merchants now have recourse to the expedient of sending by it?—No doubt the correspondence through the post-office would be much increased.

1518. Mr. *Grogan.*] Is it within your knowledge that the merchants and gentry at Dungarvan do send parcels by the cars which are going, for want of postal communication?—It is; I have frequently done it myself.

1519. Does your remark apply exclusively to between Dungarvan and Waterford, or does it apply along the whole route which you have described?—My remark applies to the correspondence to the west, that is, Cappoquin, Lismore, Tallow, and Fermoy; it might have applied a year ago to Clonmel, but that has since been remedied upon representation made to the Post-office.

1520. But you send parcels containing letters by conveyances which are there at hand, to take them from Dungarvan up to Cappoquin and Lismore, and in that direction?—Yes.

1521. Do you also send them towards Waterford to catch the Dublin mail?—No; but sometimes when I am late for the post, I give my letters to the driver to post in Waterford, that is the only instance of it.

1522. Have you any doubt whatever in your mind, from your knowledge of the town of Dungarvan, that the postal revenue of the town is injured by the present want of postal communication?—I have no idea of the statistics.

1523. Have you any doubt that it is and must be injured?—I have no doubt that it is and must be injured, when the letters which might go through it are sent by other means.

1524. Will you look at that book and state what it is (*handing the same to the Witness*)?—This is Thom's Directory; I find in the year 1852 the Post-office revenue was 290 *l.* 12 *s.* 2 *d.*

1525. Received in the town of Dungarvan?—Received in the town of Dungarvan.

1526. What was it in the year 1853?—In 1853, 192 *l.* 17 *s.* 7 *d.*

1527. What is the next year?—In 1854 it was 191 *l.* 9 *s.* 5 *d.*

1528. So that in the year 1854 as compared with the year 1852, there is a falling off of nearly 100 *l.*?—Yes.

1529. Has the trade or commerce of the town fallen off in proportion to that decrease in the postal revenue?—No, I should say that the trade has improved.

1530. Then how do you account for the fact that the receipts of 1854 are less than those of 1852?—I cannot account for it except it be by the use of indirect communication.

1531. For want of postal communication?—Yes; I was in the habit of sending six or seven letters a week to Clonmel in that way, a letter every day to a person last year, until that was remedied by getting the night mail to Dungarvan *viâ* Clonmel, which remedies that inconvenience as far as Clonmel is concerned.

1532. All the letters which you now have occasion to write to Clonmel are sent by mail?—Yes.

1533. Formerly you sent your letters by that indirect mode?—Yes.

1534. Have you any doubt that other gentlemen engaged in mercantile pursuits in Dungarvan adopted the same practice?—I have no doubt.

1535. Viscount *Monck.*] When was the change made in the transmission of the night mail?—About 12 months ago.

1536. Mr. *H. Herbert.*] You stated a great portion of the grievance of which you complain in the transmission of letters between Dungarvan, Cappoquin, and Lismore, could be remedied by using the car which now plies between those

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towns, and that you have reason to believe that that could be done for 5 *l.* a year?—£. 5 or 10 *l.*

1537. You stated, I think, that you had reason to believe that from a conversation with Mr. Bianconi, the car proprietor?—Yes, from correspondence at the time that we complained of the communication from Clonmel; I was getting some statistics for our memorial, and I had written to him to ascertain what the expense would be.

1538. Can you state whether a representation to that effect, upon that particular point, was made to the Post-office?—Yes, it was made to the Post-office.

1539. Was any written statement from Mr. Bianconi forwarded to the Post-office authorities?—No; there was no written statement from Mr. Bianconi forwarded to the Post-office; I retained the letter myself.

1540. But the substance of it was communicated to the Post-office?—The substance of it was communicated to the Post-office.

1541. Then the Committee are to understand you that this grievance, which appears to be a considerable one, might have been remedied by an expenditure not exceeding 10 *l.*, and that the Post-office refused to accede to your request?—We did not point out the way in which it was to be remedied; we complained of the grievance, and left it to the Post-office authorities to supply the remedy: but at that time we principally complained of the want of direct communication to Clonmel.

1542. I understood you to say that representations had been made to the Post-office as to this particular point, between Dungarvan, Cappoquin, and Fermoy?—No; that grievance had been complained of, but it was not upon that point that the statement as to the remuneration which the car proprietor would require was furnished.

1543. Then, for aught you know, the Post-office may not be aware that the grievance can be so cheaply remedied?—It is quite possible.

1544. Mr. *Maguire.*] I believe it is within your remembrance that all these matters which you have now stated to the Committee were placed before the Post-office authorities by memorial from Dungarvan?—Yes.

1545. I believe it is known to you that I made two Post-office representations to them about it?—Yes.

1546. And from that, and other representations made, it must be perfectly well known to the inspector of that district what are the modes of conveyance, and what are the average charges?—Yes, I think it is. The inspector of the district called upon me, with the postmaster, when they were about making the change, and he asked my advice about it; and he stated he was going to put on a mail between Cork and Dungarvan, which we always complained of, and was going to remedy the communication to Clonmel; I then pointed out the communication which would be still difficult with those towns, and, as far as I can remember, I told him there was that car plying, but I did not state what would be the amount of the expense for the use of the car.

1547. He being in Dungarvan, knew there was an agent of Bianconi's car in Dungarvan?—Yes.

1548. He, if he knew anything about the duty, must know of course what sum Mr. Bianconi would carry the mails for from one town to another?—I think he does know that, and the postmaster too. The postmaster is very well aware of that car plying, and that that grievance could be remedied at a very cheap rate.

1549. Mr. *Fagan.*] Is the Committee to understand you to say, that putting aside those grievances which you have now been detailing, if the Post-office employed the railway between Waterford and the junction, so as to meet the Cork day and night mails to Dublin, and the Dublin day and night mails to Cork, it would remedy most of the other inconveniences to which Dungarvan is subject?—Yes; for in the first place, it would take away the motive which the Post-office authorities have at present in not giving us a second delivery, and it would so expedite the mails, that the second delivery could take place, both in winter and summer, at a time when business men were in their offices.

1550. Are you aware that that is a remedy which most persons connected with the county of Waterford look for?—It is.

1551. Mr. *Grogan.*] You have stated that in consequence of the inconvenience arising from the want of postal communications, you have occasionally been obliged to send your letters by hand or parcel, as an indirect mode of sending them.

them. Can you give the Committee any idea of the total number of letters which you may have sent in this indirect mode within any given period of time, a month or a twelvemonth?—I venture to say that I have sent 40 within one month.

1552. Of course, then, the whole of the postage upon those 40 letters was lost to the Post-office revenue?—Lost to the Post-office revenue.

1553. Mr. *Barrow.*] Was that before the change to Clonmel?—Yes, it was before the change to Clonmel.

1554. Mr. *Grogan.*] The transmission of those 40 letters to which you refer took place before the recent change in the mail communication to Clonmel?—Yes; the number would be reduced to half now.

1555. But those 20 now go by post to Clonmel in consequence of the improved communication?—Yes.

1556. Are you obliged now to send any number of letters in an indirect mode for want of postal communication?—Yes, about 20; half the grievance was remedied in one case, and in the other it remains unaltered.

1557. Have you any doubt in your own mind that commercial gentlemen in Dungarvan are obliged to resort to that same mode of communication?—I have no doubt of it; I know it is the fact.

1558. Mr. *Liddell.*] Do you think that that practice is quite sufficient to account for the great diminution that is observable in the revenue of the post-office of Dungarvan?—I should say it accounts for it to a certain extent, but to what extent I cannot say.

1559. But if your evidence is correct, it would account for the whole, if one individual has been in the habit of sending 40 letters a month?—I was in the habit of sending 40 letters a month.

1560. Mr. *Barrow.*] How many gentlemen in Dungarvan would send 20 letters a month indirectly as well as yourself?—I cannot exactly say, but I suppose there would be 20.

1561. Mr. *Grogan.*] Twenty gentlemen engaged in mercantile pursuits like yourself would have the same necessity for speedy communication with Clonmel?—Yes; there are seasons in the year when we have no need of so much communication between those towns as at others; I speak of the times when the corn trade and the butter trade are at full work; I am in the corn trade.

1562. Your remark about sending 20 letters a month in an indirect mode applies to the period when commercial business is most active in Dungarvan?—Yes, and in those towns connected with it.

1563. Mr. *Barrow.*] According to the present average, deducting Clonmel, would you undertake to say that you send 120 letters in a year by indirect conveyance yourself?—I should state that I had a branch house at that time in Fermoy.

1564. But other arrangements having removed some of the difficulty, will you give the Committee the number now?—If the same relations existed with me at present that did a year ago in Fermoy, the number would be increased.

1565. I do not want to know what would have happened if the same state of things had continued; I want to know your present grievance?—If it is not a present grievance to me, it is to others.

1566. Without reference to what happened before, at what do you estimate your present indirect transmission of letters?—Of course you must make allowance for the unexpectedness of the question, but I should say from 80 to 100 in the year.

1567. How many gentlemen in Dungarvan are equally inconvenienced with yourself?—There may be from 15 to 20.

1568. Then allowing the 80 to be made 120, that is 10 *s.* a year; that multiplied by the 15 other gentlemen would make 7 *l.* 10 *s.*?—I may be wide of the mark.

1569. *Chairman.*] If those returns are correct which you have been reading from the almanack, and if your statement be correct, which I presume it is, from your own knowledge that the trade of Dungarvan is not going back, but improving, there must be some cause, which has not been explained yet, why the Post-office revenue does not advance with the trade of the town?—I am unable to explain it.

1570. You state partly as the cause the use of other modes of transmitting letters besides the Post-office?—I state that as part of the cause.

1571. You do not mean to say that that is the whole cause?—No, that is one cause.

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1572. Mr. *Grogan.*] You only state that as part of the cause within your own knowledge?—Yes.

1573. Mr. *Liddell.*] Do you think there is any reason to suppose that the diminution has been caused by expensive additional arrangements made by the Post-office?—I am not aware that the Post-office have made any expensive additional arrangements.

1574. Have any additional arrangements been lately granted to the public by the post-office at Dungarvan?—Additional arrangements have been granted by the post-office at Dungarvan, but I believe without any additional expense, merely by better arrangements.

1575. In transmitting letters by carmen, or parcels, or anything of the kind, have you to make any payment?—I pay 6*d.* for every letter I send in an indirect manner.

1576. Is it your impression that there are 15 mercantile houses in Dungarvan, who like yourself are in the habit of using this indirect mode, and who pay the same sum?—They must pay 6*d.* a letter; the letters are generally entrusted to the driver; I always pay him 6*d.* for every letter I entrust him with; and I presume that every other person in Dungarvan similarly circumstanced must do the same.

1577. I take it for granted that you would not write any letter to be transmitted in this manner, except under most pressing circumstances?—No.

1578. Therefore the indirect communication to which you are now referring constitutes an absolute postal requirement of the town?—Yes.

1579. Viscount *Monck.*] The great diminution in the postal revenue of Dungarvan seems to be between 1852 and 1853. Between 1852 and 1853, were there any great additional facilities for transmission afforded by the opening of any communications, such as additional cars or carriages put on the road?—I cannot bring to my recollection at present how that was.

1580. I mean on the lines in which this indirect letter communication takes place?—I had greater facilities in 1852 and 1853.

1581. What were they?—I had kept up a line of cars of my own between those towns, and those cars used to take a very large number of letters for other people as well as for myself.

1582. *Chairman.*] I think you stated, in the early part of your evidence, that some short time ago, that is, before the railway was completed and opened, you had greater facilities from the Post-office than you have at present?—Much greater.

1583. And when you had those greater facilities, of course persons in trade and other persons availed themselves of those facilities?—They did.

1584. Not having those facilities now, they cannot avail themselves of them?—They cannot.

1585. Would not that in some degree account for the great falling off of the postal revenue?—Decidedly it would.

1586. Is it the case that some persons have found other means of carrying on their correspondence?—It is.

1587. And other persons have given up writing altogether?—Yes; many persons have given up writing, because waiting four or five days would render it useless.

1588. It is not worth while writing when four or five days would be necessary to get an answer?—It is so in many cases.

1589. Viscount *Monck.*] Do you mean to tell the Committee that you have positively less facility for communication now than you had before the railways generally were opened in Ireland?—I do.

1590. Do you mean to say that you do not get a letter from London more quickly now than you did before?—I do not mean to say we are worse off with Dublin and England, but we are worse off as regards the surrounding towns.

1591. Still you were comparatively worse off before, because if you get your letters from London so much more quickly than formerly, you can transmit information to your correspondents at any one of those towns more quickly on the whole than you could have done before?—No, not anything like it; for example, a letter written in London on Monday, if posted by three o'clock, I should receive in Dungarvan, if there were a second delivery, on Tuesday evening, or by my box; that communication is very good, and direct; we have no complaint to make of that; then I should wait until next day to write my order

order consequent upon the receipt of the intelligence from London to correspondents in the neighbouring town, say of Lismore; that letter would go to Dublin, and come back again in two days; it would not be in Lismore before the third day, which would be Friday; so that it takes from Monday till Friday to transact any business in Lismore consequent upon the receipt of intelligence from London; whereas formerly, by the old mail-coach, a letter written on Monday in London would be received in Durgarvan on Wednesday morning; I should write on Wednesday morning, and it would be in Lismore in the course of Wednesday; so that we are two days worse off than we were before.

1592. What is the communication between Dungarvan and Lismore, which has been taken off the road, which makes it so much later?—There was a mail-coach, as I stated before, which started from Waterford, and went through Dungarvan, and all those towns on the way, so that letters which now take two days to travel, took only two hours at that time.

1593. Is there not a direct postal communication between Waterford and Dungarvan now by car?—We do not complain of the Waterford communication.

1594. *Chairman.*] Does that car go any further than Dungarvan?—The car does go further than Dungarvan, the mail does not.

1595. Mr. *Maguire.*] Contrasting the old state of things with the new state of things, I think you said that even taking advantage of the more rapid transmission of the English letters to Dungarvan, under the present state of things, your correspondent in Lismore would not receive the letter until Friday, consequent upon a letter posted in London on Monday?—Not till Friday.

1596. You would not have a reply to that letter till Sunday?—No.

1597. Whereas under the former state of things, when the mail was carried by mail-coach, you would have had an answer to the letter on Thursday morning?—Yes.

1598. Mr. *Liddell.*] I do not quite understand some evidence which you gave just now; you said that at one time you had cars of your own?—Yes.

1599. And that others were in the habit of making use of those cars for the transmission of their letters?—Yes.

1600. Were those letters paid for at 6*d.* a letter, as you have been in the habit of paying?—No; I have no doubt my servant used to take letters without charge; I state the charge of 6*d.* a letter as arising when I use the drivers of the cars or Bianconi's cars; I generally pay them 6*d.* a letter.

1601. You do not any longer run those cars?—No; I have ceased the traffic.

1602. Why have you ceased to run those cars?—Because I gave up the commercial connexions I had in Fermoy.

1603. Then it is not in consequence of greater facilities being afforded to you by the Post-office that you have ceased to run those cars?—No.

1604. Have you no more facilities now than you had when you were in the habit of running those cars?—Not any more with Fermoy or Lismore.

1605. Yet that facility which enabled you to transmit those letters was not sufficient to induce you to continue to run those cars?—This was a business connexion of my own; of course, if I ceased to run them others would take my place.

1606. *Chairman.*] That business which induced you to have the cars has ceased now?—Yes; they were running for other purposes than the transmission of letters, for commercial purposes.

1607. Mr. *Maguire*] Assuming that the Post-office authorities will not make use of this railway, and thus enable you to have a mail delivery at four o'clock, is it not possible to transmit the mail by the present conveyance, or rather to improve the mode of conveyance by two hours instead of one, so as to give you all those mails at an earlier hour in Dungarvan?—Yes, that will particularly apply to the mail from Youghal, which is one hour behind time; if it arrived one hour earlier the letters would go out by the morning delivery at nine o'clock; but it does not arrive till 10, in consequence of the miserable conveyance; it is a one-horse car.

1608. *Chairman.*] What is the distance from Youghal to Dungarvan?—About 18 miles.

1609. Does that go the direct route over the mountain?—It goes the direct route over the mountain.

1610. Do they change the horse?—They do not change the horse.

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1611. That is 18 Irish miles?—About 15 Irish miles, about 18 or 19 English miles.

1612. Mr. *Maguire.*] Speaking of the mail which arrives at ten o'clock and which is not delivered, could that mail under the present state of things arrive in Dungarvan at an earlier hour?—If they put two horses on to the conveyance it could.

1613. Could the conveyance which brings the mail from Waterford at six in the evening be improved?—No.

1614. So that you must depend upon the railway in order to accomplish an earlier arrival of that?—Yes.

1615. I believe Bianconi's cars are used in all parts of the county of Waterford?—Yes.

1616. They are used in all counties in Ireland, if I mistake not?—I do not believe we have any cars in Waterford but Bianconi's.

1617. So that their terms are as well known to the Post-office authorities as to anybody else?—Yes.

1618. Viscount *Monck.*] You mean the usual terms upon which Mr. Bianconi performs his services?—One might say that the usual terms would be, when a car is especially engaged to suit the convenience of the Post-office; in this case the cars run to suit the convenience of the passengers at hours which would suit the purpose of the public for the conveyance of the mails.

1619. Then this particular offer must have been brought specially under the inspector's notice, if he can have been supposed to have known it?—I do not say that it was an offer; I stated that I believed from the correspondence I had with him, that that would be about the rate at which it would be done, namely, about 10 *l.*, and I state that, because the car is always running in connexion with the car at Waterford.

1620. Then, in point of fact, your knowledge of the transaction is merely derived from communication with Mr. Bianconi, and not with the Post-office authorities?—Merely so.

1621. You do not believe that any communication has occurred between Mr. Bianconi and the Post-office upon the subject?—I am not aware.

1622. *Chairman.*] You think, probably, that the Post-office have the same means of knowing all this as yourself?—Yes.

1623. Viscount *Monck.*] You say you are a resident in Dungarvan?—I am.

1624. Is the inspector resident there?—No, he is not.

1625. Are you not in constant communication with the person who has the superintendence of Mr. Bianconi's concerns there?—I am not in constant communication, but when I require statistics I write for them, and I get them. As regards the inspector being aware of this car being to be had, I am fully satisfied, because Mr. Bianconi's cars carry the mail to Clonmel and to Waterford; this car runs in communication with the car to Waterford; in fact it is the same driver that goes along from Lismore to Waterford, and I drew the attention of the inspector to the fact about 12 months ago.

1626. Will you explain what you mean by "the fact"?—The fact of the car running in connexion with the Waterford car from Lismore to Dungarvan.

1627. Did you express any opinion to the inspector as to the facility of carrying the plan into execution, or did you mention the plan to him at all?—I cannot speak positively upon that point.

1628. Are you aware that any representations have been made to the Post-office with regard to these grievances at any time?—I am; I know they have been made.

1629. *Chairman.*] You say by this new arrangement you are served with the London and Dublin letters at six o'clock in the evening?—Yes.

1630. And that by another arrangement you could be served at four o'clock in the evening?—Yes.

1631. Do the letters from Dublin and London for Cappoquin, Lismore and Tallow, come by that same route to Dungarvan?—They do; they come by Clonmel.

1632. By Clonmel to Dungarvan?—Yes.

1633. How are they transmitted from Dungarvan to Cappoquin; are the Dublin and London letters for Cappoquin forwarded from Dungarvan that evening?—A letter from Dungarvan for Cappoquin must find its way to Clonmel

mel that evening; thence to Goldscross and Dublin, coming back with the Dublin and English letters.

1634. Do you mean to say that a letter for Cappoquin from London or Dublin, which arrives in Dungarvan in the evening at six o'clock, goes back again to Dublin, and comes down the next day for Cappoquin?—Yes, that is the case; sometimes it changes at Goldscross, but I have frequently had letters with the Dublin postmark.

1635. But at all events you can say that if a letter for Cappoquin comes down from London or Dublin to Dungarvan, which is its regular route, that there is no direct route for it to go on to Cappoquin from Dungarvan?—None at all.

1636. There is no other way except going to Goldscross, or round by Dublin and coming down again?—There is no other way to communicate between Cappoquin and Dungarvan.

1637. Supposing you wanted to write a letter to Lord Stuart de Decies from London; his post town is Cappoquin, nine miles from Dungarvan; how would it go?—A London letter will go to Dublin, from Dublin to Goldscross, and right down straight to Cappoquin.

1638. How does it get to Cappoquin from Goldscross?—From Goldscross they come to Cahir, and from Cahir to Clogheen, and from Clogheen to Lismore and Cappoquin.

1639. That letter leaves the railway at Goldscross, and goes the rest of the journey by car?—Yes; the direct communications from England and Dublin to those towns cannot be complained of much.

1640. What communication is there between Cappoquin and Cahir?—There is a one-horse car.

1641. That carries the mail?—It carries the mail.

1642. Viscount *Monck.*] Cappoquin is not a place of much trade, I believe?—No; but there are a great number of gentry living there and at Lismore; within a circuit of six miles round those two places, there are more gentry than within the whole county put together.

1643. *Chairman.*] At all events, a little attention on the part of the Post-office would set things right there, and would be a great convenience?—A great convenience; and the great convenience we received about a year ago, I believe, has not cost the Post-office a penny; before that they were paying a car to run at hours inconvenient for passengers; they have put off that car, and using now the cars that were always employed for passengers; so that, I believe, though I am not stating it as a fact, that they have got the advantage of those cars, bringing us in the night-mail and the day-mail instead of the one which would have brought us in only the day-mail for the same money.

1644. Mr. *Maguire.*] I believe you furnished me with a very detailed account about the autumn of 1853, of the postal inconveniences affecting Dungarvan and the neighbouring towns?—I furnished you with a table giving the distances, the time occupied by a letter in travelling those distances, the probable expense of the improvement we required, and the nature of the improvement.

1645. If I mistake not, that referred to some nine or ten towns?—Yes.

1646. Since that time there has been a certain improvement?—There has; we have got a direct communication with Cork and Youghal, which we had not then; a direct communication with Clonmel, which we had not then. We have got now two mails coming in instead of one, but the second of those mails is useless to the public; it is of advantage to a few who have boxes, but to the general public it is useless, because the letters remain till the morning.

1647. Taking the general rapid transmission of letters common to the whole United Kingdom generally, those extraordinary interruptions of communications are the more startling, and, in fact, the more inconvenient on that occasion?—They are much more so; and, in fact, they are quite ridiculous in the present age. What I could do eight or ten years ago in one day, I could not do now by the Post-office in seven days.

1648. *Chairman.*] In fact, you could hear sooner from the Crimea now than you can from a neighbouring town nine miles off?—Yes.

1649. Mr. *Maguire.*] In consequence of the representation made in the House by Mr. Wilson, the inspector called upon you?—He did.

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1650. Did he question the accuracy of some of those details?—He did not question the accuracy of them, but he admitted it.

1651. *Chairman.*] Have you anything more which you wish to state to the Committee?—I have nothing more.

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1652. *Chairman.*] YOU are Member for the county of Kerry?—I am.

1653. And you are lieutenant of the county also?—Yes.

1654. Have you anything to state to the Committee relative to the postal arrangements connected with that district?—I may, perhaps, be permitted to begin by stating, that in consequence of the very late period of the Session at which this Committee was moved for, and the obvious impossibility of going into all the details relative to every part of the country, I have not summoned witnesses from my own county, and therefore I cannot pretend to go into all the details connected with the country, or even into some details which the Committee might have thought necessary; but I preferred writing to my county, and getting such information as I could, in order to state to the Committee the principal grievance of which we complain, as regards our county town. I may also state that my attention has been turned to this subject for a considerable time, and that there was a great wish expressed by the merchants of the county town, Tralee, the case of which I am now going to state, to have their mail conveyed from Mallow to Killarney, 40 miles by rail, which is not now made use of by the Post-office, and so on from Killarney to Tralee, which would have remedied all the inconveniences they complain of.

1655. Mr. *Grogan.*] That railway is in daily operation?—In daily operation; but, in justice to Lord Canning, I should say that, having made an application on the part of the county, he went into the whole subject with me, and had estimates taken, and he convinced me that the expenses of what was then suggested would be so great that we could not reasonably ask for it. I think it necessary just to make that short preliminary statement, because I have a right to say, that, as regards that, we have been treated with the greatest courtesy and consideration by the Post-office.

1656. Are you speaking now of the night-mail?—Of the night-mail. The company which that railway belongs to, run no train at present at night, and consequently the amount involved in the payment of all the incidental expenses of the train, as well as the actual expense of the train itself, would be so great that we could not expect it. When that representation was made through me to the merchants of Tralee, they made another proposal, namely, to accelerate the car which carries the night-mail from Mallow on to the town of Tralee. The mail is now carried as far as a place called Cloonbannon, and branches off in the direction of Tralee by a one-horse cart. Now, what they complain of is, that the Post-office during the last few years, by an over economy by these side conveyances from the railway, have deprived districts not actually upon the great lines of railway of the improvement which they had a right to expect from the completion of those lines of railway. I can illustrate it thus: before we had a railway at all, the mails were brought to Tralee from Limerick by a very well-appointed four-horse coach, which was one of the best and fastest mails in Ireland; it was brought in again on the other side from Cork by another four-horse conveyance. We say that if the Post-office were as anxious as we think they ought to be, to give us the full advantages created by railways when they carried the mails a certain portion of the distance towards us by rail, that is no reason for giving us so very inferior a conveyance from the rail to our county town. We were, of course, aware that we could not expect a four-horse coach; but we thought that we might reasonably expect a pair-horse conveyance which should be able to go at a fair pace to keep something like punctuality as regards time. Consequently, when it was found that the expense would be too great of carrying our mails by the train, the merchants of Tralee requested the Postmaster-general through me to establish a pair-horse car instead of the one-horse vehicle which now runs. I will now, if the Committee will allow me, read the memorial; it is very short: "The memorial of the undersigned bankers, merchants, traders, professional men, and other inhabitants of the town and vicinity of Tralee, county Kerry, showeth, That Tralee is a town of great and rapidly increasing commercial importance, and that it is

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but an act of justice to the inhabitants, and all the interests connected therewith, that they should receive the full benefit of the rapid transmission of the mails which, by the aid of steam and railways, is now general through the country. That the mail which leaves Dublin at 7.30 p.m., and which the Post-office declares to be due at Tralee at 9.45 a.m. (allowing over 13 hours for its transmission), is carried to Tralee with the greatest irregularity, often one and sometimes two hours after the time fixed by the Post-office for its arrival, to the serious detriment and inconvenience of memorialists, whose business arrangements are thereby greatly interfered with. That this delay (on inquiry by the memorialists) is believed to be attributable to the fact, that the said mails are conveyed from Mallow to Tralee by a badly equipped one-horse car quite unsuited for the service of mails of such importance, and which has frequently broken down, causing the Tralee mails for Dublin, &c. to be late at the Mallow Railway station, on one occasion to the very serious prejudice of one of your memorialists. That the delivery of letters in Tralee is necessarily delayed by the irregular conveyance of the mail, and on some days has not taken place before 11.30 a.m. in streets adjacent to the Post-office, to the great inconvenience of the public. That memorialists, with all respect, cannot believe that the present mode of conveyance, and the manner in which it is carried out, are known to your Lordship, or that such abuses, when pointed out and established, can have the sanction of the Post-office department. That in the present state of affairs, inconvenience must be also felt in the military department. That memorialists respectfully request your Lordship's attention to this memorial; and memorialists will pray." It is signed by above 80 highly respectable persons. If the Committee will now allow me, I will read the reply that was sent to me by the Post-office; it is a copy of a letter from Mr. James Kendrick, the district surveyor, to Mr. G. C. Cornwall: "In returning the enclosed memorial of the inhabitants of Tralee (presented to the Postmaster-general by Mr. Herbert, M. P.), complaining of the late arrival of the Dublin mails there, I beg leave to observe that the memorialists are labouring under a mistake in supposing that the mail-car from Mallow is due in Tralee at 9.45 a.m., as the true time for arrival there is 8.40 a.m.; nor has the car arrived there later than 10 a.m., except during the late heavy snow, when it was impossible for any conveyance to maintain due time. Previously to the 25th of March last, no contract existed for keeping in repair a portion of the road over which the car travels, extending from Clonbannon Cross to King William's Town, a distance of 11 miles and 3 furlongs, and in consequence thereof an imperfection in the road, such as rendered it necessary to grant the mail-car contractor 15 minutes additional for performance of the journey, resulted. On the 31st March last, I directed Mr. Eyre to travel over the road from Mallow to King William's Town, and to report upon the state of it. I learnt from him that a contract had been entered into, and that men were employed on the road in repairing it; but he was still of opinion that the 15 minutes additional time should be continued to the mail-car contractor. On receipt of the present memorial, I again directed Mr. Eyre to travel over the whole road from Mallow to Tralee; he did so, and informed me it was in good order. I therefore apprised Mr. Bianconi that the 15 minutes allowed him over and above the regular time for conveyance of the mails should be discontinued, and the mails have for some time past been carried over it at the prescribed pace. With regard to the allegation contained in this memorial, that the mails are conveyed in a badly appointed car, I have only to observe that there must have been some mistake in the information obtained by the memorialists in that respect, as I think it shall be found that the case is not so. I am, &c., &c., *James Kendrick*." Now I have only a very few observations to make upon this. In the first place, the mistake alluded to was a clerical error, apparently of some importance, but at the same time it does not touch the whole question. It is perfectly true that the mail is supposed to arrive at 8.40, and not 9.45, as stated in the memorial; but Mr. Kendrick's answer makes a most important admission, for although he says that the proper time for arriving is 8.40, he says, "Nor has the car arrived there later than 10 a.m., except during the late heavy snow." He therefore admits that the mail was frequently as late as 10, putting out of the question altogether the bad weather which might naturally interfere with the arrival of the mail. I think that, coming from the Post-office, is a very strong admission, and very strongly proves that the memorialists had a right to complain of the kind of conveyance. But what they say is this, that the mail might arrive much

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much sooner if we had a pair-horse vehicle which would carry it with perfect regularity, and at greater speed; and I submit to the Committee, that the wants of the town of Tralee would justify them in making that demand; and Mr. Kendrick's answer does not go into that question at all, except as stating that the one-horse car that exists he believes to be a well-appointed one; I can, myself, bear testimony, having seen this car, that it is an exceedingly badly-appointed car, and I do not believe there is a single one of the gentlemen whose names are attached to the memorial who is not also aware of the fact, and it is therefore a question, as matter of opinion, what is a well-appointed car, or what is a badly-appointed car. I have no hesitation in saying that the cars which are employed by the Post-office in the whole of the south of Ireland, so far as my experience is concerned, are exceedingly bad, and the horses of the worst description; and, as a general rule, I have heard complaints, whenever I have made inquiries, of the irregularity of their arrivals, and more especially of the diminution of speed in comparison with the former conveyances which were used for conveying the mails. It is, I dare say, perfectly true, as Mr. Kendrick states it, that the road was undergoing repair in a certain portion of it; but I do submit to the Committee that if we had what we ask, a pair-horse vehicle with a couple of horses, strong enough to drag a light conveyance such as the mail is, the mere fact of the road being under repair, or the mere fact of there being occasional bad weather (of course I do not allude to the entirely exceptional case of the deep snow of this year), should not cause the irregularities that are complained of in the mail. I therefore would say to the Committee that the grievance of which we have to complain is, that the same efforts which were made formerly by the Post-office to give us speed and regularity, *quoad* the coaches, are now entirely given up, and the mails in that part of Ireland to Tralee are carried by a conveyance which is insufficient for the purpose for which it is employed. It is scarcely necessary for me to add, that of course every moment that is lost, which is an inconvenience to the county town, where there is very considerable business and a number of highly respectable merchants, and which is also generally the depôt of a regiment, is infinitely more strongly felt the instant you get to any distance at all beyond the town; for whereas by the present hours it is not very easy for men of business to answer a letter by return of post at all, and anywhere beyond, it is quite impossible, or even for a person residing in the vicinity of the town, coupling that with the late hours and the irregular arrivals of the mail. That is the case I wish to state to the Committee.

1657. Mr. *Grogan.*] Does the memorial of the merchants of Tralee allude to the inconvenience sustained from the non-arrival of the mail during the snow in the recent bad weather?—The memorial does not specially allude to that period; but I have no doubt that the existence of the snow so aggravated the evil as to have weighed upon the minds when they were drawing up the memorial. I am at the same time aware that irregularities did exist when there was no snow at all. I may mention, with reference to that, that I happened to be quartered, as colonel of the militia, in Tralee; the barracks are about a mile distant from the Post-office; I frequently had official letters, which I might almost say were important, at all events, very desirable to be answered by return of post, and I had the greatest possible difficulty in doing so, and was frequently unable to do so; and therefore I am led to the conclusion that men of business in the town, whose time was of much more importance probably than mine was, would have been put to very great inconvenience.

1658. Mr. *Fagan.*] You do not make any complaint of the Killarney conveyance?—As regards Killarney alone, in which I am more personally interested, we have no complaint to make; our letters arrive in ample time, and we have plenty of time for answering them.

1659. By what conveyance?—By the car which leaves Mallow on the arrival of the night train which conveys the mail as far as Cloonbannon; I am not sure whether it is a different car which branches off at Cloonbannon, or whether ours is the branch car; however, as regards Killarney, there is no grievance; but if we had an accelerated conveyance, or a conveyance anything like as good as we had previous to the establishment of railways at all, we should have the mail in so much sooner that the district beyond Killarney would be very much convenienced by it.

1660. When do letters leaving London by the five o'clock train for Tralee, and reaching Mallow in the day time, get to Tralee?—There is no day-mail at all;

all; a letter posted for the five o'clock mail in London does not arrive in Tralee a bit sooner than if it was posted for the night-mail, there being no day-mail to Tralee.

1661. Therefore it must remain several hours in the Mallow post-office?—It either remains in Mallow or Dublin, but I should rather think it remains in Dublin.

1662. Mr. *Liddell.*] The morning London mails leave Dublin somewhere about half-past eight?—There have been some changes of late, and therefore I cannot give exact evidence as to that; but there is a day-mail.

1663. In my recollection there was a very well appointed, and though not very fast, yet very regular running coach, which ran from Mallow to Killarney, on the arrival of that train which was running to Cork; it ran straight to Killarney, and arrived at Killarney somewhere about seven o'clock in the evening; is that the case now?—No, there is no coach at all, now that the railway is completed, and a passenger leaving by the 12 o'clock train at this moment, which is the train in connexion with Killarney, arrives at Killarney at eight, in the same carriage as that in which he left Dublin; therefore there is no necessity for the coach now, but that train takes no day-mail. The train which takes the day-mail to Cork is an earlier train, and there is no train travelling off from Mallow for Killarney at this present moment in connexion with that; there was a day-mail to Killarney by that early train when there was a train along the branch from Mallow in connexion with it, but since the company have given up the train from Mallow to Killarney, which was in connexion with that day-mail to Cork, there is none.

1664. Viscount *Monck.*] I understood you to say that the public have to thank the railway company for taking off the train, and thereby depriving them of the day-mail to Mallow?—I think they have to thank the arrangements which the company thought it necessary to make.

1665. The Post-office were not to blame for that?—I am not blaming the Post-office for it; and I intended to state that I did not complain so much of the want of a day-mail, as, in my opinion, of an improved mode of conveyance of the night-mail, the night-mail being by far the most important mail to the merchants of Tralee, embracing as it does the great mass of their London, Cork and Dublin letters.

1666. Mr. *Fagan.*] A letter leaving London at five o'clock would not be forwarded into the interior by the half-past eight o'clock train that leaves Dublin for Cork in the morning?—Not to Kerry; certainly not.

1667. It remains till the night train, and leaves Dublin at half-past seven?—It does.

1668. Though there is a mail which leaves Dublin at 12 o'clock?—A train leaves Dublin, not a mail.

1669. A letter leaving London at nine o'clock in the evening reaches Dublin in time for the 12 o'clock train?—It does.

1670. And notwithstanding that, it remains in Dublin to the following evening?—It does.

1671. Supposing the letters were forwarded by the 12 o'clock train, that train goes on to Killarney straight?—Yes.

1672. Would not that be a very great convenience, not only to the Killarney people, but also to the Tralee merchants, as regards the London correspondence?—Practically, I do not think it would be any benefit to Tralee, because it arrives at Killarney at eight, and would take at least two or two-and-a-half hours to get on to Tralee, and a letter delivered at that hour of the night would be of no value; and therefore a letter arriving at a reasonable time in the morning would be equally convenient to the Tralee people, according to the present arrangement.

1673. Then you think that using the Killarney Railway would be of no advantage to the Tralee merchants?—I do not go quite so far as that; I think it would be of the greatest possible advantage if we had a mail train in connexion with the Cork mail train from Mallow to Killarney, with a conveyance to meet it at Killarney and take it on to Tralee. But, as I said before, having gone minutely into it with Lord Canning, and calculated the expense which it would involve, I was quite sure in my own mind it would be so large, that I at once said, on the part of those I represented, that I could not demand it.

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1674. That has reference to the night train?—Yes.

1675. But the question put to you refers to a train now running, which would not derange the hour of starting?—Exactly.

1676. Are you a director of the Tralee and Killarney Railway?—I am.

1677. Have the directors made any offer to the Post-office to carry the mail in the trains which now run regularly in the day-time?—The change has been so recent that I cannot exactly tell the Committee that, but I may state that when the train in connexion with the early Cork train ran, they did carry the day-mail to Killarney; that, however, was discontinued when the connexion was established with the 12 o'clock Dublin train instead of the early train; and therefore a day mail to Killarney, although it might be of course a trifling convenience to people to receive letters or newspapers at eight o'clock at night, it is of course perfectly obvious could not, arriving at that time, be of any great convenience or importance to the inhabitants generally. The company, at the period to which I allude, did carry the day mail for nothing.

1678. Mr. *Grogan.*] The London mails arriving in Dublin, leave Dublin by the half-past eight o'clock train, for Cork, and go through Mallow?—Yes.

1679. Formerly there was a train from Mallow to Killarney, in connexion with the day mail on the Killarney railway?—Yes.

1680. They then carried the mail for nothing?—The mail was carried for nothing, then, for a short time.

1681. At the interview which you had with the Postmaster-general, was the question of the day mail, or of any payment to the Killarney Company, under consideration at all?—There was some communication, both by letter and verbally, and I exerted myself, as Member for the county, to get the Railway Company to take the day mail for a fair remuneration. After considerable discussion, seeing that I was rather pertinacious about it, they determined to offer to take it for nothing; and I understood the reason for that was, that they did not wish to establish a precedent for taking it at a low rate of remuneration; they thought that taking it for nothing could do them no harm elsewhere. I should state that the railway of which I am a director, being a branch line, is under the control of a large and powerful company, who have very much the control of everything that goes on, and who very naturally have interests in other places, which sometimes clash with the local interests of short lines.

1682. Then I am to presume that, with regard to the early train from Mallow to Killarney, which is now discontinued, the number of passengers going by it did not pay for its expenses?—The company, I suppose (for I was not present at the meeting when the change was decided upon), thought that it would pay them better to have a train in connexion with the train that leaves Dublin at 12 o'clock, than the one which starts at an earlier hour. I do not think we have any reason to believe that the other train did not pay its expenses.

1683. If it paid the expenses of the work, would not the convenience of the public be very greatly improved by having the two trains?—No doubt the convenience of the public would be very much advanced by having two trains, but I suppose the directors thought that one train would pay better than the two. I have been put to some personal inconvenience myself in consequence of the abolition of the early train.

1684. *Chairman.*] I believe you stated, in the early part of your evidence, that the mails were formerly conveyed to Limerick, and thence by coach to Tralee?—They were running through the towns of Adair, Rathkeale, Newcastle, Abbeyfeale, and Castle Island.

1685. That coach has been discontinued?—That coach has been discontinued for carrying the mails since the completion of the railway to Mallow.

1686. Is it still running, though not carrying mails?—I cannot say whether it is running at this moment. I believe it did run for some time after, and that it was put on again after having been discontinued; but for carrying the great mail, it has been practically discontinued since the completion of the line to Mallow.

1687. At present, if you post a letter in London to go by the five o'clock despatch, that letter arrives in Limerick by railway at 40 minutes past one in the afternoon. If you had this coach still going, and the time answered from Limerick

Limerick to Tralee, would not that give you an early arrival of the day-mail of Tralee?—No; I think in that case the mail would arrive late at night at Tralee.

1688. I speak of the day-mail which arrives at Limerick at 40 minutes past one, in the middle of the day?—A conveyance starting as soon as the letters were sorted after the arrival of that train would arrive in Tralee so late at night as to be practically useless.

1689. Sir *S. Northcote.*] How far is it from Limerick to Tralee?—In round numbers, I think from about 60 to 70 miles.

1690. *Chairman.*] Would there be any advantage gained to the correspondence of Tralee by the conveyance of the night-mail by Limerick, instead of, as at present, by Mallow?—Certainly not; I should say it could not be done without a very considerable loss of time and increased expense, I should think; but it is a matter of opinion.

1691. Mr. *F. Scully.*] If the night-mail arrived in Limerick at one o'clock in the morning, which it might do if the railway were used, could not a four-horse coach leave for Tralee, which would arrive there in the course of the morning?—I think it would be a very much more expensive mode of proceeding than the present mode, or the one suggested, because it is much further from Limerick to Tralee, along the road, than it is from Mallow to Tralee; the Post-office have adopted, and I think properly, the plan of starting from the nearest convenient point of the railway to the town of Tralee. I therefore think that accelerating the present conveyance would be very much better than starting the mails by a conveyance over a much longer line of road.

1692. Are there not many towns upon that line injured by the change which has taken place by the abolition of a four-horse coach, and the establishment of a communication in another direction?—I cannot positively state that as a fact, but I have no doubt, as a matter of opinion, that those towns through which the mails passed, and through which there was a certain amount of posting, must have been injured by the change which has been introduced by turning the traffic by the railway.

1693. And the time of the arrival and the despatch of the mails has been also delayed in consequence of the change?—I am not practically acquainted with the arrangements which have been made since that time as regards the County Limerick towns; therefore I would rather not give an opinion.

1694. Mr. *Fagan.*] Would it not be a better and more rapid mode of conveyance for the Dublin and London letters, if those letters left by the train which leaves Dublin at half-past 8 in the morning, and remained in Mallow for a few hours till the starting of the mid-day train to Killarney, then forwarding those letters by the old arrangement to Killarney, and then on to Tralee?—I do not quite understand what letters the Honourable Member refers to.

1695. The letters that leave London by the 5 o'clock express train would be forwarded by the half-past 8 o'clock train, which leaves Dublin the following morning, down to Mallow, remain in Mallow, and then be taken up by the Killarney train which leaves in the mid-day for Tralee?—It would give a slight acceleration to Killarney, no doubt, but the letters would arrive so late in the evening as to be of no practical value, and it would be of no use to Tralee, inasmuch as the letters could not arrive at Tralee till eight or nine o'clock at night.

1696. When does a letter leaving London at five o'clock in the evening reach Tralee?—A letter leaving London by the five o'clock mail for Tralee, we will say, posted on Monday, arrives on Wednesday morning in Tralee just in the same way as it would if it was posted by the great night mail.

1697. But under the arrangement which the question suggests, it would reach Tralee on Tuesday evening?—It would, but so late that, for business purposes, it would be practically useless.

1698. Mr. *Liddell.*] Not before?—It could not reach before half-past ten; the train which leaves Dublin at 12 does not arrive at Killarney till eight, and has then 22 English miles to go.

1699. Mr. *Grogan.*] But, as I understand the question, the object is to see in what manner the day mail could be accelerated, not of course by the present arrangements, because if the present arrangements were perfect, there would be no necessity for the inquiry; but whether a new arrangement could not be

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adopted by which the delivery of those letters would be greatly accelerated?—There is no doubt it would be a considerable convenience to give a day mail to all parts of the county so situated as to be able to receive their letters at a reasonable time in the day, if there was a connexion between the early train out of Dublin for Cork and Killarney. At present that train passes Mallow with no train in connexion with it from that station, and a passenger, or letter, or parcel would have to wait till the train starts, which is in connexion with the 12 o'clock train; therefore it would, as the Honourable Member will see, arrive late at Killarney. It would be a great convenience of course to get the "Times" at eight o'clock at night, instead of next morning, but still for business purposes practically too late to be of much value.

1700. Mr. *Fagan.*] But the expense would not be greater than by the present mode?—If you tell a railway company to alter the time of the starting of their trains, they will instantly demand remuneration. I judge of that from the difficulty which I had to get the bags taken even by a train which did run.

1701. Mr. *Grogan.*] In the estimate which was made of the expense of accelerating the night mail by sending it by rail, do you recollect how much a mile was the calculation?—I cannot speak from recollection to that; there were so many estimates.

1702. The question refers to the night mail, and to the calculation which was made, and which you thought was so enormous, that it was not fair to ask for that accommodation from the Post-office?—I could ascertain that, but I should rather not speak from recollection as to the exact mileage rate.

1703. Has any proposal ever been made by the directors of the Killarney and Mallow railway to run the mails at any figure at all?—Yes; as I stated before, when I made my first representation to Lord Canning as to the apparent absurdity of having a car to carry the mail 40 miles alongside the railway, he got all the estimates by means of proposals from the railway company as to the amount for which they would run a night mail train; the railway company stated, and I believe stated perfectly truly, that it was almost impossible to estimate the expense of running a night train on a line over which trains did not travel at night, inasmuch as they would have to increase so enormously the number of porters, to increase the payment for the men at crossings, to pay for the lighting of the different stations, to increase the number of clerks, and the pay of some of the station-masters, that it would amount to such a figure as to appear exorbitant without really being so; and after going into the whole question, I came to the conclusion, that in the present state of things, until it would suit the railway company to run a train for their own purposes, or very nearly so, we must give up all idea of having the mail carried upon that line of railway.

1704. *Chairman.*] Then the chief complaint you have to make is this, that the mails are conveyed from Mallow to Killarney and Tralee by a one-horse car?—By a one-horse ill-appointed vehicle in lieu of what we ask, which is a two-horse well-appointed car, which would take the letters quicker, and with much more regularity.

1705. Mr. *Liddell.*] The irregularity of arrival is one of your complaints?—My complaint is, that the mail is irregular and slow.

1706. *Chairman.*] Is there anything else which you wish to state to the Committee?—No, I believe not.

Lunæ, 16° *die Julii*, 1855.

MEMBERS PRESENT:

Mr. Meagher.	Mr. Liddell.
Sir S. Northcote.	Mr. Barrow.
Mr. Grogan.	Mr. Wickham.
Mr. H. Herbert.	Mr. Fagan.
Mr. Maguire.	Viscount Monck.
Mr. Grogan.	Mr. F. Scully.
Mr. De Vere.	Mr. Wilson.

THOMAS MEAGHER, Esq., IN THE CHAIR.

Lorenzo Alexander, Esq. called in; and Examined.

1707. Mr. *Grogan.*] YOU reside in the neighbourhood of Carlow?—At Milford.

1708. How many miles is that distant from Carlow?—Five miles, English.

1709. The railway passes close by?—Yes.

1710. How far is Milford station from Milford?—About an English mile.

1711. Is that the railway from Waterford direct?—Yes.

1712. There is a station on the railway at Milford?—About an English mile.

1713. What is your establishment?—It is a large milling establishment for the grinding of wheat and oats and Indian corn; we have also a large malting establishment.

1714. You are very extensively engaged in the corn business?—Very extensively engaged in the corn business.

1715. Of course, therefore, you must have extensive correspondence with the outports and with England?—Yes.

1716. Do you conceive that the present postal arrangements afford your establishment that facility which they ought to do, and which they could be easily made to do?—No, they are very unsatisfactory; our communication southwards principally; for instance, Waterford, which is one of our seaports, is a port with which we have a great deal of business in purchases, and also making sales, and a port to which we bring many cargoes of grain, and it is most unpleasantly circumstanced with respect to the postal arrangements. Formerly we had a night post which brought us our letters from Waterford in the morning; now our post does not reach us from Waterford until the mid-day of the following day, consequently too late for reply by the mid-day post.

1717. What is the distance between Milford and Waterford?—About 50 miles.

1718. Is there a railway communication the entire distance?—There is a railway communication the entire distance direct.

1719. I need hardly ask you whether the mail travels by railway?—It does not.

1720. You said that formerly the mail from Waterford was delivered at your establishment in the morning; at what hour would that be?—We received our own post there about seven o'clock in the morning.

1721. How many years ago?—In the old mail-coach time, previous to the establishment of railways, about six years ago; a letter posted in Waterford at five o'clock in the evening reached us at seven in the morning under the old system.

1722. Describe the route that that letter took, if you please?—Direct by a mail coach from Waterford to Carlow, passing through Kilkenny.

 1723. And

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1723. And so on to Dublin?—Yes.

1724. Will you describe the course of a letter posted in Waterford under the present system?—A letter posted in Waterford under the present system goes to Dublin, I believe, *viâ* Goold's Cross; but it goes to Dublin the night that it is posted, and comes to us by the morning train from Dublin, which reaches Carlow for the delivery at 12, and therefore reaches us about one, as we are five miles from Carlow.

1725. Milford is a sub-post to Carlow?—Milford is a sub-post to Carlow, but that day train does not give us a delivery at Milford.

1726. If I understand you correctly, a letter written from Waterford in the evening, announcing to you the arrival of a vessel of wheat or other goods, goes to Dublin that night?—Yes.

1727. And comes down with the day mail the subsequent morning to Carlow?—Yes.

1728. Thence is transmitted from Carlow to Milford, adjoining your establishment?—Yes; but that is by our special messenger. It comes to Carlow, and would remain there until the following morning, but for our special messenger.

1729. But we will assume the letter to reach Carlow, and no special messenger employed upon your part; at what time would that letter be delivered at Milford?—The following morning, at half-past seven.

1730. You mean to say, a letter posted at Waterford on Monday evening for Milford goes to Dublin, and arrives there in the course of Tuesday morning, comes down by the day mail of Tuesday to Carlow, which is five miles from Milford, and remains there till the next morning?—Yes.

1731. There being but one transmission from Carlow to the sub-post of Milford in the day?—Yes.

1732. What would be your course of answer?—Our course of answer would be by the mid-day mail from Carlow—the up-mail by our special messenger.

1733. But without a special messenger?—Then not until the following evening.

1734. You get the letter at seven in the morning by post?—Yes.

1735. You post your answer, at what hour?—At a quarter past six in the afternoon.

1736. Does that go to Dublin?—Yes.

1737. And down by the night mail to Goold's Cross?—Yes, and so to Waterford.

1738. Is that the ordinary course?—That is the course.

1739. It is at six o'clock in the evening that you post your letter at Milford?—Yes.

1740. It then goes up to Dublin that night?—It then goes up to Dublin that night.

1741. Would it not come down in the morning by the morning mail?—It comes down by the following morning mail to Waterford.

1742. By the day mail?—Yes.

1743. *Chairman.*] And passes Carlow and Milford in its route?—Passing both Carlow and Milford in its route; it turns off at Kildare, I believe.

1744. Mr. *Grogan.*] Just see how many days would elapse between the time at which a letter was posted in Waterford, and the answer was received in Waterford, leaving out of view the special messenger, and depending upon the Post-office alone?—It would be delivered in Milford about three o'clock on Tuesday mid-day.

1745. Waterford is as it were one of the shipping ports in connexion with your establishment?—Yes.

1746. I believe there are very extensive milling establishments and corn establishments of a similar character to yours in that district?—There are, very extensive.

1747. Besides your own?—Yes.

1748. What do you think is about the annual sum of money in circulation by reason of those establishments in that district?—Throughout our whole district, extending from Carlow to Kilkenny, I should say over a million of money, considerably.

1749. A considerable part of that is upon foreign corn imported into the port of Waterford and Ross, to be ground in those establishments?—It is; we are so inconvenienced

inconvenienced ourselves that we are obliged often to send a special messenger both to Ross and Waterford.

1750. *Chairman.*] There is a canal from Milford to Ross?—To St. Malins; from there to Ross by tide, and from there to Waterford; it is a tidal navigation from St. Malins to Ross and Waterford.

1751. Mr. *Grogan.*] Have you practically experienced inconvenience or loss by reason of that delay of the post, and want of facility of communicating with your vessels?—It frequently prevents our doing the amount of business we should otherwise do with Waterford, and we are occasionally very much injured at New Ross by the delay in reporting cargoes upon their arrival. You are aware that the lay days, or discharging days, are frequently few to run, and we require the earliest information in order to arrange to discharge the cargo quickly.

1752. Are those discharging days named when the ship is chartered?—Yes.

1753. If, therefore, such a length of time should elapse in transmitting the intelligence to you of her arrival, so many discharging days are lost to you?—Yes; and there is a penalty for every day we run over those discharging days of 3 *l.* to 5 *l.* a day, according to the charter-party.

1754. Some of the facilities which you have stipulated for in the discharge of her cargo in the charter-party would be lost, owing to the want of facilities by postal communication?—Yes.

1755. In order to meet that, are you obliged to send a special messenger of your own?—Occasionally.

1756. And of course that is some expense?—Yes.

1757. And you naturally think that the Post-office ought to furnish you with that accommodation which your business requires?—We feel that our district is neglected by the Post-office, though there is a large amount of business in the locality itself.

1758. Are there other establishments of analogous extent and character to your own in the same locality?—There are.

1759. Are they inconvenienced also?—Yes.

1760. Will you state where they are situate?—At Bagnal's Town, for instance.

1761. That is on the same railway?—Yes.

1762. *Chairman.*] That is a station nearer to Waterford, five miles from Milford?—Yes.

1763. Mr. *Grogan.*] It is on the same railway, and subject to the same inconvenience, and for the same reason?—Yes,

1764. Are there others?—Yes, at Leighlinbridge; and there are large mills established near Goresbridge.

1765. What distance is Goresbridge from the railway which you are describing?—About three miles from Gowran station.

1766. Gowran station is on the same railway?—Yes, on the same railway.

1767. And it suffers the same inconvenience that you have described?—Yes; Goresbridge does, and also Gowran.

1768. All the towns which you have spoken of may be considered as lying in the one district?—Very much.

1769. And they are the seat of extensive corn shipping business?—Yes; and there is a considerable corn manufacturing business done from those various towns.

1770. Is any considerable part of the flour manufactured in your establishment shipped at Waterford and Ross?—Yes; at times we ship a good deal at Waterford.

1771. Practically, then, you receive the foreign corn which comes into Waterford or Ross for your establishment, and portions of that are re-shipped in flour from the same ports?—Yes.

1772. You have described the importance of the district, and the large amount of money circulated in the traffic there; and you have also described the inconveniences which you suffer from the present postal arrangements; have you considered in what manner those inconveniences could be remedied?—Yes; I think the remedy rather a simple one, by giving us the same night mail which we had formerly now by railway.

1773. Then you are now worse accommodated with regard to the postal

arrangements than you were previous to the railway being in operation?—Considerably.

1774. Just explain your proposal, if you please?—I consider it very simple; I propose that we should have a night mail carried by railway from Waterford to Carlow. I do not consider that it need be actually what we call a night mail; I think an evening mail would be quite sufficient, consequently not involving so much expense to the railway; therefore I dare say the railway would do it comparatively cheaper; for instance, a train leaving Waterford at seven o'clock in the evening would reach Carlow a very little after nine, and the day staff of the railway are on at that time.

1775. Mr. *Liddell.*] Would it be any advantage whatever to the mercantile men at Carlow, or any who are in the neighbourhood, to receive letters at such a time as nine o'clock in the evening?—They would be ready for delivery the following morning by the sub-post; they would lie the night in Carlow. I only mention that as doing away with the additional expense of the night mail; an evening mail would answer the purpose.

1776. Still, if they had to lie the night in Carlow, there would be the expense of the mail thrown away?—No, we should have them in the morning, our business being completed in Waterford by seven in the evening; we should receive the advice the following morning, and be ready to act upon it the following morning.

1777. Mr. *Grogan.*] Are you aware that the Dublin mail at present leaves Waterford at 10 minutes past seven in the evening?—I understand it does.

1778. And that it goes by car through Thomastown to Maryborough, and so to Dublin?—Yes.

1779. So that a letter posted in Waterford at seven o'clock on Monday evening would not be delivered at your establishment till Wednesday morning?—Exactly so.

1780. Whereas, if the day mail which you describe were in operation, it would be delivered to you on Tuesday morning?—Yes.

1781. Thereby saving a day?—Yes.

1782. Would that afford you time to send an answer to that letter by the day mail?—Yes; that is our object.

1783. The same remark applies to all the other towns you have referred to?—Yes.

1784. In your opinion that, being comparatively a day service, might be performed by the Post-office without any great increase of expense?—Without any great increase of expense; I rather think the railway would be inclined, without any additional staff being involved, to do it moderately.

1785. Sir *S. Northcote.*] When you say that you would like to have an evening mail from Waterford to Carlow, would you propose that that mail should go on to Dublin?—No; I do not see any necessity for that; I think our mail goes already to Dublin, leaving us at half-past six, and arrives in Dublin the next morning.

1786. How does it go?—To Maryborough by car, and from there on to Dublin by train.

1787. *Chairman.*] The fact is, you want to show the remedy which you wish to apply to the present delays between Waterford and Carlow?—Yes; we are very well circumstanced so far as Dublin is concerned; letters posted this evening in Dublin we receive in the morning.

1788. Mr. *Grogan.*] Have you any branch establishment in Kilkenny?—Yes.

1789. That is on the same railway?—It is.

1790. According to the course of post, when would an answer be received to a letter posted at Milford on Monday evening for Kilkenny?—Posted at Milford on Monday evening at a quarter past six, it will be delivered in Kilkenny about half-past 12 the following day.

1791. How does it go?—It goes to Dublin in the night and comes down by the morning train.

1792. Passing Milford, where it was posted, into Kilkenny?—Yes.

1793. How do you get the answer?—The answer is posted on Tuesday night, goes to Dublin on Tuesday night; it comes down to Carlow the following morning, Wednesday, and it is not delivered at our post-office until the morning afterwards; that is, Thursday morning.

1794. What

1794. What is the distance between Kilkenny and Milford?—Eighteen miles English.

1795. According to your description, the same length of time would intervene between a letter being dispatched from Waterford to your establishment and its reply, as in the case of a letter dispatched from your establishment to Kilkenny and its reply?—Yes.

1796. It is nearly the same number of hours?—Nearly the same number of hours.

1797. If, therefore, you have occasion to send any directions or orders to your agent at Kilkenny, I presume you always send a special messenger?—We send a special messenger by railway, or send a parcel by railway.

1798. You have stated that there is great loss of time by reason of letters lying so long in the Carlow post-office, and there being but one transmission to your sub-post at Milford daily?—Yes.

1799. Can you make any suggestion as to a remedy for that?—If the views I mention were carried out, the simplest way would be to drop the bag at Milford station, making Milford railway station the Milford sub-post office, and so doing away with the runner, who is a source of some expense.

1800. How many trains up and down are there daily passing Milford?—There are three down, and three up.

1801. Do all those trains stop at Milford?—Yes.

1802. What difficulty would there be in dropping the bag at Milford?—I think none if the railway company would allow the station-master to become post-master.

1803. Viscount *Monck.*] That is you want the railway company to do Post-office work?—To do Post-office work; I should think they would be satisfied; it would give them very little trouble.

1804. Mr. *Grogan.*] A large portion of your grievance is the great delay by car, from the description you have given of it; did any irregularity arise last winter, from the severity of the weather, from the snow?—Our Dublin post was very much delayed during the last winter; we were three or four days without our letters.

1805. Which post, the day or night?—The night post; it comes to Maryborough, and from Maryborough it comes by car to Carlow; that car was snowed up; it was unable to pass for some time.

1806. Practically, your post was interrupted for several days?—For three days.

1807. Have you heard the same complaints from other parts of the county?—I have.

1808. Was the railway communication during that time interrupted at all?—Only for a few hours.

1809. Viscount *Monck.*] I think you complain of the transmissions between Milford and Waterford, and Kilkenny and Waterford, and Kilkenny and Milford?—Yes, and Kilkenny and Carlow.

1810. May I ask you if Milford, except your own establishment, is a place of any very great commercial importance?—Not Milford, there is an agricultural community connected with it.

1811. You say that a letter posted at six o'clock in the evening at Milford will not obtain an answer from Waterford till the day but one after?—Exactly so.

1812. Is not there a day mail from Milford to Waterford direct?—No; from Carlow to Waterford there is.

1813. Is not Milford a sub-post to Carlow?—Yes.

1814. Then of course the post goes from Carlow to Milford?—No. We have no second delivery; we have only one post to the sub-post.

1815. *Chairman.*] You have stated already, that the time of transmitting the letters from Carlow to the sub-post is early in the morning?—Seven, or thereabouts.

1816. Viscount *Monck.*] And letters do not go back till six in the evening?—No.

1817. But if you post your letter at Carlow, you have got a double delivery at Waterford?—If we send a special messenger into Carlow.

1818. Are you aware of any sub-post in the United Kingdom where there is a second delivery in the course of the day?—I do not know of any. I never inquired.

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1819. I understand your grievance to apply to Milford, and not to Carlow; at what time does the day mail leave Carlow in the day?—It leaves Carlow somewhere about a quarter-past 11 ; the day mail.

1820. If you post a letter by that time in Carlow for Waterford, you can have an answer the following morning?—Yes; but a letter which is posted in Waterford the evening before does not come to Carlow till this very mail train I speak of; consequently we have to send in a special messenger to Carlow for that purpose. We cannot post an answer by that time; it comes by the same post that goes on; we only receive the letter by that post.

1821. I am now talking of the transmission from Carlow to Waterford; you can write a letter to-day, before 11 o'clock, from Carlow to Waterford, and get an answer the following morning from Waterford?—We can write a letter to-day, send it down by mid-day train, and get an answer the mid-day following; that is, by our special messenger.

1822. I speak of Carlow now; leave Milford out of the question; you can write a letter by the mid-day train to-day from Carlow to Waterford, and get an answer by the mid-day train to-morrow?—No ; by the night train. It must be put in at Waterford in the course of the evening.

1823. You get it next day?—We get it by the mid-day the following day.

1824. If you post a letter at Carlow by 11 o'clock to-day, Monday, when does it get to Waterford?—It gets to Waterford the same evening.

1825. At what time the same evening?—About two o'clock in the afternoon, or half-past two.

1826. At what time do you get an answer to that letter from Waterford, supposing it is delivered at two o'clock in the afternoon in Waterford?—At 12 o'clock the following day at Carlow.

1827. At what time does the day mail leave Waterford, do you remember?—I think at about a quarter to 12.

1828. At what time does that mail reach Carlow?—We receive no letters by that.

1829. If a letter be posted in Waterford, for that train, it will be delivered in the course of the day at Carlow?—We receive it the following morning in Milford.

1830. But at Carlow it arrives, I suppose, about half-past two o'clock; the night mail, then, from Carlow, would take an answer to that letter the same day, and arrive in Waterford the following morning, would it not?—That would be no advantage to us; an early communication from Waterford is no advantage; no business can be done at that time in the day.

1831. Mr. *Grogan.*] The noble Lord was not in the room when you were describing the nature of the district where your establishment is placed; you are of opinion that, at the lowest calculation, there is a commercial business exceeding a million annually, transacted in and around your district?—So I mentioned.

1832. Is it fair, therefore, that because the Post-office supply you with a sub-post only, and you speak of the inconvenience arising out of that sub-post, you should be referred to the delivery of a letter at a post-town which is five or six miles from your establishment?—It does not suit us; it gives us no advantage.

1833. Does that same inconvenience, of which you complain, affect the other milling districts to which you have referred in your examination?—It does.

1834. They are all equally inconvenienced?—They are all equally inconvenienced.

1835. Would the remedy which you have suggested be an efficient remedy to all those establishments and districts, as well as your own?—It would be most satisfactory to all the districts, and would equally benefit them as well as myself.

1836. Mr. *Barrow.*] Is it fair to anticipate that all those districts and sub-posts are to have a second delivery in the course of the day?—The evening mail that I spoke of would do away with the necessity for that; it would bring our letters from Waterford at night; we should receive them the next morning, and should be ready to act upon them that day, and to send an answer the following evening for receipt in Waterford the following morning.

1837. If, therefore, you had that evening mail, it would save all those sub-posts, because it would deliver the letters the following morning?—Yes.

1838. You

1838. You said it would not involve any serious additional expense in the case of a train bringing the mail from Waterford to Carlow, which could reach Carlow at nine o'clock at night; is there at present any business at the station at Carlow so late as nine o'clock at night?—The goods train goes out about that time.

1839. What is the latest passenger train at Carlow?—Eight o'clock, I believe.

1840. You have spoken as to the amount of money which this district circulates. I presume that one time of the year differs from another very materially, in point of the extent of your business. What number of letters do you post for Waterford in the course of a week at the busy time of the year, from Milford?—It varies very much.

1841. Take the busiest time of the year, and the average of a week. What is the largest number you have ever posted in a week?—I suppose in a week from 20 to 30.

1842. What number more is it likely you would post, if this remedy were adopted?—We should do considerably more business with Waterford.

1843. Then that would increase your postage, I suppose?—It would considerably increase it. I should say to from 30 to 40.

1844. Instead of 20 or 30, it would be 30 or 40?—Yes.

1845. In the dead time of the year, what would be the average number of letters in a week?—Some 10 or 13.

1846. That number might be increased, perhaps, from 15 to 20?—Probably; I cannot tell exactly.

1847. Mr. *Liddell.*] You have said that in this manufacturing district, as I understood you, there are other establishments; are there many other establishments as large as your own throughout this district?—There are a good many very nearly as large.

1848. And you presume that the correspondence at those separate establishments is pretty nearly as large as your own?—I should say so.

1849. Viscount *Monck.*] That rests, I presume, upon your own opinion; you have already stated what is your own correspondence with Waterford. I think the Honourable Member's question was put with a view to ascertaining what the general correspondence of Milford with Waterford is. Have you any idea of what the whole correspondence from Milford sub-post to Waterford is in a week?—I should suppose 400 or 500 a month, the whole post.

1850. That is about 2 *l.* a month. Have you any idea as to whether the railway would send an additional bag for 2 *l.* a month for the Post-office?—But you must take into account all the other districts, the remainder of the district, which would be equally served; it is not merely Milford, I only spoke of Milford as one locality; but all the other districts along the line of railway are in the same position. Gowran, for instance, is much in the same position. Lord Clifton's agent was speaking to me the other day about the posting arrangements; they are in an extraordinary fix there.

1851. There is not much trade between Gowran and Waterford, is there?—There is a good deal of grain purchased in the course of a season, more than you would suppose; it is a very large wheat-growing district, one of the largest in that part of the country.

1852. Have you any idea of what the expense to the Post-office of an additional train would be?—No, I have no idea; but as I said before, it ought not to be expensive, for the same day staff would answer the purpose; I should say 2 *s.* a mile they ought to be very well satisfied with.

1853. What is the distance from Milford to Waterford?—About 50 miles.

1854. Two shillings a mile would be 5 *l.* a day?—Yes.

1855. And you have shown us that the Milford post-office pays 2 *l.* a month?—But then you would accommodate Bagnalstown, and you would accommodate Fenagh, you would accommodate Leighlinbridge, you would accommodate Goresbridge, and you would accommodate Gowran and Carlow.

1856. Gowran and Goresbridge have a direct mail post to Waterford every night, have they not?—I am not aware of that.

1857. They have?—I know that when we receive letters from Gowran, the time is just the same as from Waterford; our Gowran letters go back to Kilkenny, and go from Kilkenny to Dublin, and come back to us by the day train.

1858. Sir *S. Northcote.*] Does the day train that goes from Carlow to Waterford stop at the Milford station?—Yes.

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1859. Would there be much difficulty in arranging that your bags should be taken up there, instead of having a communication between Milford and Carlow?—I should say not; but that would be a very little advantage to us; we receive our letters generally by that mail from Dublin, consequently we cannot answer by the same train.

1860. Is there any direct mail from Waterford to Carlow by the railway?—I think not.

1861. There is a day mail from Waterford to Carlow?—I understand there is.

1862. Do you know what time that leaves Waterford?—No; I am told about half-past eleven; except occasionally, our business done before eleven o'clock in the day in Waterford is so small, that it would be of very little value to us, it would be only once in a way; we must have a day in Waterford to make it satisfactory.

1863. Mr. *Grogan.*] So that your representations amount to this, that in addition to the present day mail from Dublin to Waterford, and *vice versâ*, you should have a night mail traversing the same route?—Precisely so.

1864. And the sub-post to Milford should receive its bags directly from the mail trains at the Milford railway station instead of at Carlow?—Yes.

1865. Are those your suggestions?—Yes.

1866. In the event of a delivery at this railway station you conceive the expense of a runner, which the Post-office now pays, would be saved?—Yes.

1867. And that the postal inconvenience of which you complained would be redressed in that way?—It would.

1868. Would the same remark, as far as you know, apply to the different milling establishments adjoining the railway stations to which you have referred?—Yes.

1869. Mr. *Barrow.*] Which main post town would you wish to become a sub-post?—If you abandoned your runner from Carlow, you must have a bag made up for Milford at some main post town; you do not expect a bag for Milford with three or four letters a day to be specially made up at four or five post towns; you do not expect a separate bag to be made up at Waterford, for instance, with three or four letters, for every sub-post?—That would be a question for the Post-office.

1870. But you have some notion of the expense which an establishment to do all that would involve, surely?—We are quite satisfied to allow our letters to remain in Carlow for the night; to be still a sub-post to Carlow.

1871. Then you would not get rid of the runner?—No, not in that case.

1872. Mr. *Grogan.*] Still it would be a great mercantile convenience to you if the night mail from Waterford delivered your letters at Carlow, so that you could get them early in the morning?—That would be quite sufficient for us; we want to receive our letters in the morning, in order to act upon them in the course of the day.

1873. Viscount *Monck.*] Do you think it would be worth while to spend a couple of thousands a year to run a train for that purpose?—We are a very important district; we are a country district, no doubt, extending from Kilkenny to Carlow; we are not attached to a very large town; but we pay a great deal towards the country, and I think we are entitled to accommodation.

1874. But as the expense of this train alone, without reference to the additional persons in the Post-office who would be employed to make up the bags, would be 1,825 *l.* a year, I think you can hardly require such an expenditure for the sake of a second delivery?—You must consider that the night mail is the principal delivery for all mercantile men.

1875. But do you consider that your correspondence with Waterford is the principal part of your correspondence?—No; but the Waterford correspondence is as important to us as any other.

1876. But do you think it would be right for the Government to pay nearly 2,000 *l.* a year additional for a mail of that importance?—We had formerly accommodation before the railways were established, by the mail coach running through. We had our post by the night mail delivered to us in the morning; we had our going-out post the following night delivered to Waterford and other towns the following morning. Why should we be put in a worse position now than we were formerly?

1877. *Chairman.*] I think you stated in the early part of your evidence, that you were actually put in a worse position now than you were some few years ago, in consequence of the mail coaches being done up?—Considerably; the direct mail

mail from Waterford to Dublin passed through Carlow at night, delivering our letters which we got in the morning.

1878. A question was put to you about 2,000 *l.* a year additional expense for accommodating you; have you heard that the railway will undertake to supply all that district with much better postal accommodation without any additional expense to the Post-office?—I heard it suggested that the bag might be carried by some goods train; I do not know how; I heard something of that sort suggested.

1879. Viscount *Monck.*] Do you know anything of the working of this railway?—Very little; except so far as concerns myself.

1880. Mr. *Grogan.*] With your knowledge of Ireland, is there any so important a milling district in all Ireland put together as the district which you have been describing?—I should say not.

1881. As regards the south of Ireland, it may be called the milling district of the south of Ireland?—It is the largest.

1882. The largest in extent and the largest in amount of capital circulated by means of its establishments?—I should say it is as large as any.

1883. And therefore you conceive that you have a considerable claim upon the Post-office for getting every reasonable facility from the Post-office for the transaction of your business which they can afford you?—We do.

1884. Particularly with the railway running past your door?—We are happy to do whatever the Post-office want.

1885. Mr. *Barrow.*] Would it be worth your while to have a bag made up for yourself at Carlow, to be thrown down by one of those railway conveyances at Milford?—It would not alter our case; what we require is a night post from Waterford; some means of bringing our letters from Waterford, so as to reach us the following morning.

1886. Then am I to understand that your main object is now merely a night post from Waterford?—It is.

1887. But you have been dwelling very much upon the point of a second delivery to your place in the course of the day?—The weight of our grievance is not having our letters from Waterford forwarded by the night train, so as to receive them the following morning.

1888. Viscount *Monck.*] You stated in reply to the honourable Chairman that you were worse off at Milford than before the railway was established?—Yes.

1889. Had you any post at all at Milford before that time?—Yes, in those days we got our letters early in the morning.

1890. Should you mind having your mail-bag sent out of Milford at five instead of its being sent out at six?—I do not see that that would be much convenience.

1891. Then that, without the employment of the railway, would enable you to send a letter direct to Waterford that night from Carlow, so that if you memorialised the Post-office for that change, that will enable you to overtake the train from Carlow, which goes with the Waterford mail?—But how are we to receive information to-morrow morning from Waterford? We want to act upon certain matters which we suppose are going on in Waterford this evening; we want to hear of those to-morrow morning, and to act upon them during the day.

1892. Do not you get a letter posted in Waterford by the midday mail?—A letter which is posted in Waterford by six o'clock does not arrive in Carlow until the midday mail next day.

1893. You have time enough, between that and five o'clock, to write again?—It is with us about one o'clock.

1894. *Chairman.*] How does it come from Carlow to you?—By our own special messenger.

1895. At what time does it come by the post-office runner?—Not till the next morning. The post is not delivered to us until half-past seven the next morning.

1896. Viscount *Monck.*] That is because you are a sub-post?—Yes, if we had a bag by the night post, the whole evil along the line would be remedied.

1897. *Chairman.*] Or if they would restore you the old mail-coach?—Yes.

1898. Viscount *Monck.*] Then you would have to send a special messenger for all your letters to Carlow?—Precisely so.

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1899. Can you get a letter now the same as you could in the olden times?—No, we cannot now get a letter posted in Waterford till the next day, under any circumstances, and it is too late for us to act upon it that day. Our hours of business are over.

1900. Mr. *Grogan.*] At what time do you post your night letters at Milford at present?—About six o'clock.

1901. At what time do they leave Carlow, as far as you know; the mail?—I cannot tell.

1902. But is it sent by the same mail as that which carries the Dublin letters from Carlow?—It is; it goes in the same bag.

Henry Alcock Fletcher, Esq., called in; and Examined.

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1903. *Chairman.*] ARE you connected with the Waterford and Kilkenny Railway as traffic manager?—I am.

1904. Do you reside chiefly in Kilkenny?—I do.

1905. At your principal office?—Yes.

1906. I believe there is at present a day mail conveyed by the Waterford and Kilkenny Railway?—There is.

1907. That is to Waterford and from Waterford?—Yes; that is the Dublin and Waterford mail, as well as the local mail.

1908. What are the terms paid by the Post-office for that day mail?—Sixpence per mile.

1909. Do you consider that pays the company very well?—No, it is not paying the company; for the time at which they require the mail to be run necessitates an additional engine and steam, which cost the company some 20 *l.* a week extra, and therefore it is a loss to them; but if it were so arranged that we could do without this additional engine and steam, I should consider it a fair price.

1910. Is there any intention of continuing that?—No; the company have given the Post-office notice to discontinue it.

1911. Then if the railway company gives up the contract with the Post-office there would be no day mail conveyed by train from Kilkenny to Waterford?—Not by the Waterford and Kilkenny Railway.

1912. Is there any other way of conveying it?—There is a way by the Waterford and Limerick Railway, but I think there is no doubt that the Post-office could get it conveyed by road from Kilkenny or some point upon the South-eastern line in as good time as they could by the Waterford and Limerick Railway.

1913. There is no other possible arrangement or way by which the Waterford post could be served as well as it is now served by the Waterford and Kilkenny Railway?—Certainly not.

1914. Are you acquainted with the postal arrangements of all that district between Kilkenny and Waterford?—I cannot say that I am acquainted with all of them, but I think with the principal arrangements I am.

1915. Are you aware of any proposal or any suggestion made to the Post-office by which the postal service of all that district might be worked in a more efficient and speedy manner without any additional expense to the Post-office?—Yes, or with a slight additional expense; the South Eastern Railway Company and ours have had various conferences upon the subject, and I took the opportunity myself of speaking to Lord Canning upon the subject, and also with Mr. Rowland Hill.

1916. Mr. *Grogan.*] Will you describe what you mean by the South Eastern Company?—What I mean by the South Eastern is the railway from Carlow to Kilkenny; it is a continuation of the direct route from Dublin to Waterford.

1917. Your line takes it up from Kilkenny to Waterford, and the South Eastern from Carlow to Kilkenny?—Yes.

1918. *Chairman.*] The Great Southern and Western on that line comes from Carlow to Dublin?—Yes.

1919. Parting with the main line at Kildare?—Yes.

1920. And then the South Eastern Railway commences at Carlow, and comes to Kilkenny?—Yes.

1921. And then the Waterford and Kilkenny commences at Kilkenny, and terminates at Waterford?—Yes.

1922. You were stating that you had some communication with Lord Canning and Mr. Rowland Hill upon the subject to which my question referred?—Yes.

1923. Have you any statement to make to the Committee upon that subject?—The proposals which I thought would meet the views of the Post-office and the railway companies, as well as give increased facilities to the public, were simply these: there is at present a night mail conveyed between Dublin and Wexford by a four-horse coach; it embraces the route from Dublin through Bray and Gorey to Wexford; it is a four-horse mail-coach, and costs, I believe, something like 1,600 *l.* to 1,800 *l.* a year.

1924. Mr. *Grogan.*] That is along the sea-coast from Dublin?—It is between the sea-coast and the Great Southern and Western Railway; we thought that the Wexford mails could be conveyed by the Great Southern and Western and the Irish South Eastern lines as far as Bagnalstown, which is midway between Carlow and Kilkenny to Wexford, by either a one-horse or a pair-horse car; we supposed that the service between Dublin, through Bray to Gorey, could be performed by a similar conveyance, that is, by a one-horse car, because the weight of the Wexford mails, which we considered were heavier than any of the others, would lighten that mail so much that there would be no difficulty in sending it by either a one-horse or a two-horse car; we thought that that would enable the Post-office to add something to the amount which they pay for the service as between Maryborough, their station on the Great Southern and Western Railway, and Waterford, for the conveyance of the Kilkenny and Waterford mails to Thomastown, Kilross, and Waterford; and also for the service, which is performed now by a one-horse car, between Maryborough, Stradbally, Athy, Carlow, and Leighlin Bridge, we thought that the surplus, from the amount which they would pay as between the car between Dublin and Gorey and Bagnalstown and Wexford, and the price they paid for a pair-horse car from Maryborough to Waterford, and Maryborough to all the other places named, Stradbally, Athy, and Carlow, would put the companies in a position to make an offer by which it would be done for about the same money; in which case we considered that the service would be more efficiently performed to the Post-office and the public by railway direct from Dublin to Waterford, because, in the first place, it would bring the mails into Waterford at about 12 o'clock at night, which would enable the Post-office to communicate with the lower part of the county of Waterford and that district at a much earlier time than they can now, as the mails arrive there at about half-past four or five o'clock in the morning.

1925. Is that the nature of the plan you proposed?—Yes.

1926. Mr. *Grogan.*] Was that the proposition you submitted to the Post-master-general?—No; it was the proposition which I spoke of to Mr. Rowland Hill; the proposition was never officially made to the Post-office.

1927. That was a suggestion made by you to Mr. Rowland Hill for the carriage of the mails for the whole of the South-eastern part of Ireland?—Yes, and was a suggestion which, I believe, met with the approbation of the South Eastern Company.

1928. What was Mr. Rowland Hill's answer to that?—There was another matter which I stated to him before he gave any opinion upon that matter, which was this: that I viewed, myself, that a mail leaving Dublin at half-past seven, and arriving in Waterford at 12 o'clock at night has not exactly the character of a night mail, strictly speaking, inasmuch as the South Eastern Company and the Waterford and Kilkenny Company would occupy their ordinary day staff in superintending trains running in this manner that would be for the down-mail. That the up-mail, if it left Waterford at half-past seven or eight o'clock would be quite a day mail from Waterford, and would only partake of the character of a night mail when it got upon the Great Southern and Western at the other end of the line; therefore I thought those companies could afford to make an offer for the service, which they could not afford to do if it went beyond 12 o'clock at night, and I thought, looking at the district not being over-wealthy, that unless the railways could come into something like the economical views of the Post-office, so as not to cost them very much more at any rate than they were paying at present, we should have very great difficulty in getting the mails by railway at all; and I considered it was a very uncomfortable thing to the districts of Waterford, that they could not get from Dublin later than half-past five at night; I think at that time it was four o'clock; it is now half-past five. I thought it would be a very great accommodation to the people

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of Kilkenny and Waterford if they could leave Dublin at half-past seven, and get into Waterford at 12 o'clock at night; it would enable them to have what they have never had yet, except for a very short time, and they have it not now at any rate, the means of getting from Waterford to Dublin and back in a day. I think it would also develop the traffic, and be of very great service to the railway in that respect. Mr. Rowland Hill said, he thought it was a very feasible plan, from the way in which it had been put before him, and if it could be put so officially, he thought the Post-office would be very glad to entertain it.

1929. Was it ever brought officially before the Post-office?—No.

1930. Upon the occasion of that communication with Mr. Rowland Hill, did you go into the details of the savings which would be effected in the different parts of the proposal?—No; I think we both understood it at once; there were no details entered into as to the amount.

1931. Can you give the Committee the details?—I have not had access to the Post-office books, so as to know what they pay, but I think it is contained very nearly here.

1932. Can you give the Committee the estimate upon which your suggestion is based?—Yes.

1933. Will you first state the economies that would be effected by the new plan, and then the expense?—I can state what we supposed was the cost of the present service, but the amount we should have proposed to do it for is not here, because this was a matter of calculation amongst ourselves, and we never arrived at it; that is to say, we did not come to it so closely as to make an offer.

1934. But have you any doubt in your mind, from your experience of the conduct of the Waterford and Kilkenny railway, and of that part of the country, that the arrangement might be made for the transmission of the mails, not greatly in excess of the present expense incurred by the Post-office, which would afford all the convenience which the parties require?—I am entirely of that opinion.

1935. Supposing such an arrangement should be come to, will you describe what, according to your plan, would be the arrival and dispatch of the letters, both day and night, from Dublin to Waterford?—As I understand the question at present, the Dublin mails starting at half-past seven would arrive in Carlow at half-past nine, at Kilkenny half-past ten, and Waterford by twelve, or a little before twelve.

1936. And in your opinion, those hours would be virtually a day service?—I do not intend to say that it would be virtually a day service, but I say that the companies would be able with a very little additional expense, such as giving the porters a few shillings a week extra for sitting up the additional time, and so on, to make it partake of the double character of day and night service, and I think that the companies ought to be satisfied with something between the two.

1937. It would not entail, in your opinion, upon the Post-office or the railway company the heavy expenses necessarily attendant upon the night service?—Take the mail up; the up-mail could be dealt with in two different ways; I apprehend that in such a case the Post-office would give the time; the up-mail would leave Waterford about half-past seven.

1938. As it does at present?—Yes, it would arrive at Kilkenny at a quarter before nine, and could be dispatched on to Dublin by a train which now leaves Kilkenny at nine o'clock; that is a goods train; it would travel on the average about 15 miles an hour, and would arrive in Dublin about four o'clock; now the night mail arrives there at half-past four, so that it would be before it, or it could leave the bags at the Kildare junction; that is one plan.

1939. Mr. *Liddell.*] I think I understood you to say, the goods train would leave Kilkenny only a quarter of an hour after the arrival of the train from Waterford; is that so?—Yes; in the case of all the ordinary day drains now between Dublin and Waterford, there is a margin of 10 minutes in some instances, and 15 in others.

1940. Is no inconvenience found to be caused by that very limited margin?—No.

1941. Sir *S. Northcote.*] You said it would arrive in Dublin at 4 o'clock, and that the night mail arrives at half-past four?—Yes.

1942. What do you mean by the night mail?—The up night mail from Cork.

1943. Mr. *Barrow.*] This arrangement would not benefit Carlow at all?—I think it would be a great advantage to Carlow.

1944. It

1944. It would go from Kilkenny through Carlow?—Yes, by railway.

1945. There is a large district between Dublin and Wexford which is at present served by a mail coach?—Yes.

1946. Is that district a district of any considerable population?—It has not a very heavy population; but I cannot give you the details.

1947. Not a population likely to complain so much of the loss of a mail coach as a more dense population?—My view does not go to the length of taking off the mail altogether. I should propose to substitute a mail car as far as Gorey. We estimated that that service could be efficiently performed for 500 *l.* a year, because by taking off the heavy mails that go to Wexford, it could be as well done by car as by coach.

1948. You assume that the parties in the district would not complain of the change?—I do not think there is anything like the commercial interest involved in that district that there is between Waterford and Kilkenny.

1949. Mr. *Grogan.*] Is it within your knowledge that a railway is in course of construction from Bagnalstown to Wexford?—Yes.

1950. When that railway shall be established, do you imagine that the residents of the town of Wexford and its vicinity will be inconvenienced by the loss of this four-horse coach?—No, certainly not; my impression is that the people of Wexford would take it as a boon to get up to Bagnalstown and thence by railway instead of a four-horse coach.

1951. *Chairman.*] By your plan, Wexford and all the intermediate towns would be as well served by the delivery of their mails by the one or two-horse car which you propose, as they are now by the four-horse coach?—I should think better.

1952. Then the complaint that has been made of the loss of the mail coaches arises from the postal service not being so good as it was by the mail coaches?—I should think so.

1953. But your substitute would place them in the same position, if not in a better?—It would.

1954. Have you anything else to state to the Committee?—There was another plan for the up-mail proposed by one of the officers of the Great Southern and Western; he suggested that instead of sending the Waterford mail from Kilkenny by a goods train, the passenger train should run straight through; I apprehend there would be very little difficulty in that, provided the South Eastern Company and ourselves could bring the Great Southern and Western to run a train of their own; I do not see why they should not; there is a train leaves Kilkenny now at half-past six in the evening for ordinary passenger traffic; it is the last train to Dublin. If they started their train at half-past eight instead of half-past six, it would become the mail-train.

1955. Would that bring them into connexion with the Great Southern and Western train at the junction?—If the Great Southern and Western would run it through, the half-past six train from Kilkenny runs through. I should suggest the train leaving Kilkenny at half-past eight, and running through to Dublin, instead of leaving at half-past six. I cannot see that it would prejudice their traffic.

1956. Mr. *Grogan.*] I apprehend that your suggestion involves the change of two hours later departure of the train from Kilkenny than at present?—Yes.

1957. And you see no practical difficulty in your part of the line from Waterford to Kilkenny in meeting that?—Not the least.

1958. What objection has the Great Southern and Western raised to the plan?—I am not aware they have made any objection as to the train.

1959. Viscount *Monck.*] Do they make any other objection?—I do not know that I am at liberty to say; I mean, that I can state of my own knowledge, with great certainty, that they would have no objection to that as a mail question; but I have an idea, whether it is from my own suggestions or from hearing it from other people, I cannot say, but I have a notion to this effect, that the Great Southern and Western are very tenacious of introducing anything like a mail upon their line, at a less price than they are receiving for the night mail. I can quite understand that; but I do not think it would hold good at all in this case, because it is quite clear to me that there is a difference between a company that runs a train through to Cork, which involves the employment of every hour in the night, and a company which only runs a train up to 12 o'clock.

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I do not think that their objection could, in the mind of reasonable men, prejudice their entire night-mail question, though I dare say they would consider it so.

1960. But, as far as I understand, your opinion or your notion is, that the practical difficulty of carrying out your liberal propositions would arise with the Great Southern and Western Company?—I should apprehend it would, though I cannot say that I feel entirely justified in stating that; it is an opinion merely.

1961. Mr. *Grogan.*] The position of the Great Southern and Western would be, that the train which they now run should be delayed two hours in the evening?—Yes, delayed two hours later than at present; I think it could be done by an hour and a half later.

1962. At present it arrives in Dublin at 10 o'clock?—Yes.

1963. But by your proposal it would be delayed two hours?—Yes, by using the junction at Lavistown, two miles and a half out of Kilkenny, upon which portion of the line both the Waterford and Kilkenny and the South Eastern trains have to run; that is to say, the Waterford train runs into Kilkenny two miles and a half, and runs out again two miles and a half; they would shorten the distance five miles.

1964. *Chairman.*] If the junction there were cut off by running direct to Dublin, it would save five miles of the Waterford journey direct to Dublin?—Yes.

1965. Mr. *Grogan.*] The attendance necessary upon that train on its arrival in Dublin, and on that portion of the Great Southern and Western Line, would be something like the attendance that would be requisite upon the lower part of your line upon a train?—Yes.

1966. And that attendance you think some slight additional expenditure would cover?—Yes; and I think the expenditure would be so trifling, that neither the Great Southern and Western nor ourselves should make it any obstacle to carrying out such a plan as this.

1967. What is the payment made to the Great Southern and Western for the day-trains?—One shilling a mile.

1968. What is the payment made to yourselves for the day-trains?—Sixpence.

1969. What is the payment made to the South Eastern?—Fourpence; but I apprehend the night and day service are two very distinct things; I have been speaking throughout of the night service, but the day service is unquestionable.

1970. *Chairman.*] That is, you speak of a late day service?—Yes.

1971. Mr. *Liddell.*] I understood you to say some time ago, that this proposition of yours had been submitted to Mr. Rowland Hill?—That is, in a conversational way, but not in an official way.

1972. Are you at liberty to state to the Committee why it has not been presented to him in an official way?—That has arisen from circumstances which peculiarly belong to the railway; there have been very important matters before us respecting the working of those lines, which rendered it unadvisable at the time to proceed with anything fresh until we had settled the basis of our own operations; I do not know that I have liberty to go further than that; you may imagine amalgamations or different ways of working.

1973. Viscount *Monck.*] Do you feel yourselves now in a position to make a proposition of that sort?—I should say we are now.

1974. Has this proposition ever been submitted to the Great Southern and Western Company?—Not by me, I think; it has been submitted through the South Eastern Board, but I am not connected with that company officially, and cannot say positively, though I have reason to believe it was, because I remember a conversation which must have arisen out of this having been submitted to them in some shape or other.

1975. You have already expressed an apprehension that difficulties might arise with that company in carrying it into execution; have you any idea as to whether those difficulties are of such a character as would yield to argument and persuasion?—Yes; I think, if the South Eastern Company and ourselves were united in our efforts upon the matter, we could bring about that arrangement. I do not apprehend, if we got so far, and could bring the Great Southern and Western over, but that everything might be arranged. I think it could be shown to Mr. Rowland Hill that the two services were totally distinct; that the one was partly a night and day service, and that the other was a purely night service,

service, and if they would not use our carrying the mail as a precedent against the Great Southern and Western; if that could be got over, that would do it. *H. A. Fletcher*, Esq. 16 July 1855.

1976. You have mentioned the disparity of the price paid to the Great Southern and Western, and to your line and others; looking at the map of the country, is it not natural to suppose that the Great Southern and Western ought to receive a larger remuneration than other railways, inasmuch as they are the great trunk line that distributes all the postal communication through the south of Ireland?—I do not think that, but I look upon the day service as rather an injustice, and the way in which it is dealt with by the Post-office as rather an injustice upon the smaller companies. Their mode of proceeding is this: they pay the Great Southern and Western 1*s.* per mile for the day-mails, reserving to themselves the nomination of the time of the train starting from either end, Cork or Dublin. I know that if the Great Southern and Western start a train at eight o'clock in the morning, the smaller companies going down to Waterford or Kilkenny must work with it, inasmuch as there is the through traffic: they take advantage of that circumstance to put a small price upon the small companies for the day service.

1977. But on the other hand, is not the Post-office very much in the power of the Great Southern and Western Railway, because, take for instance, your own line: the Post-office cannot get a letter to your line without travelling over the Great Southern and Western; therefore they must to a certain extent accede to their terms before they can get access to your railway at all?—They must accede to their terms, because the Great Southern, like all other companies, have the right to appeal to arbitration; there is no power that has not been exercised by both.

1978. And over and above that, the Great Southern and Western enjoy the monopoly?—Just reversing your idea, we have always considered that the Great Southern and Western were in the power of the Post-office; the proof is this, that the Great Southern and Western run their trains at the dictation of the Post-office, and I think, where parties are dictated to, they are in the power of the persons dictating to them.

1979. They give them a good price in consequence?—Yes.

1980. *Chairman.*] Your desire is, that they should treat the other railways as they treat the Great Southern and Western?—We should be delighted; I wish they would.

1981. Mr. *Grogan.*] The case you would submit to Mr. Rowland Hill would be such as in your opinion would satisfy any reasonable man as to utility and price?—Yes.

1982. With regard to the suggestion for the transmission of the mails in this district which you have described to the Committee, have you made any official proposal?—No.

1983. Was it from any apprehension upon your part that the Great Southern and Western would positively object to that part of it, or did it arise from private arrangements connected with your own company, that you were not in a condition at that time to make a formal proposal?—Private arrangements connected with our own company.

1984. It is not from any apprehension on your part, that that part of it devolving upon the Great Southern and Western would break down from the refusal of that company?—No.

1985. *Chairman.*] Do you wish to make any further statement to the Committee?—No.

Anthony Trollope, Esq., called in; and Examined.

1986. Viscount *Monck.*] WHAT is your employment and connexion with the Post-office?—I am a Post-office surveyor. *A. Trollope*, Esq.

1987. Are you acquainted with the localities which the Committee have been inquiring into?—I am.

1988. Are you surveyor of the district in question?—I am not.

1989. Who is the surveyor?—The surveyor of the south of Ireland is Mr. Kendrick.

1990. How long have you left that part of Ireland?—About three years; Mr. Kendrick is not surveyor over the whole district now under the consi-

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deration of the Committee; I do not think any other officer has local knowledge of the whole district except myself; I have local knowledge over the whole of Ireland.

1991. You have been employed over the whole of it?—Yes; by chance it has happened that I have been through the whole country.

1992. Mr. *Grogan.*] Does your present engagement under the Post-office necessarily bring under your notice this district?—I am at present surveyor in Ireland, but not in the south of Ireland; I came direct from Ireland here.

1993. Are the postal arrangements into which the Committee are inquiring under the control and management of yourself?—No, they are not under my control and arrangement at Waterford; but I am acquainted with them all, and have the means of knowing all the particulars.

1994. *Chairman.*] Up to this moment?—Up to this moment. My head-quarters are in Dublin.

1995. Viscount *Monck.*] Are the post deliveries of letters and the dispatches of letters from all the large towns in Ireland to Dublin generally the most important?—Certainly.

1996. What has been the effect, in your opinion, of the use of railways in the transmission of the post upon those large towns in the south of Ireland with which we have been dealing before this Commitee, Waterford, Clonmel, and so on?—I think I can show the Commitee that the effect of the use of railways over every large town in the south of Ireland has been a most important improvement.

1997. Just mention some, if you please?—To take the arrival of the mails at Cork we will say in 1846; the night mail into Cork arrived at 2.30 p. m.; that is to say; the mail which left London on Monday night reached Cork at 2.30 p. m. on Wednesday; it now arrives at 2 a. m. on Wednesday; the same mail reached Limerick at 8.33 a. m., it now arrives at 2.55 a. m.

1998. *Chairman.*] That is by the use of the railway?—Solely by the use of the railway. It reached Waterford at 8 a. m., and now reaches Waterford at 4.45 a. m., it then reached Clonmel at 7.43 a. m., it now reaches it at 3.30 a. m.

1999. That is not by railway entirely?—It is by the use of the railway that that acceleration has been given.

2000. My question is; that is not by the use of the railway entirely; the whole way?—The acceleration has been entirely caused by the use of the railway; it does not reach Clonmel by railway, but it reaches Clonmel at 3.30, instead of 7.43, which is a great acceleration; the acceleration is altogether caused by the railway.

2001. Viscount *Monck.*] We all know that the mails do not go the whole way to those places by rail?—No; the mails do not go to Waterford and Clonmel the whole way by railway.

2002. *Chairman.*] Nor to Limerick?—No; but the acceleration has been caused by the use of the railway. At Dungarvan the night-mail arrived at 11.55 a.m., it now arrives at 7.45. a. m. If the Committee choose, I can show the dispatch in the same way.

2003. Viscount *Monck.*] Have you got that on the paper there?—Yes; the dispatch of the night mail from Cork was at 10.30 a. m. The same dispatch is now 10.15 p. m. The dispatch from Limerick was 4 p. m., it is now 9.15 p. m. From Waterford it was 4 p. m.; from Waterford now it is 7.21 p. m.

2004. Mr. *Grogan.*] Those are the Dublin and London night mails?—Yes. Clonmel was 4.47 p. m., it is now 8.45 p. m. Dungarvan was 12.5 p. m., it is now 4.30 p.m. If the Committee wish, I can give the day mails in the same way. The arrival of the day mail at Cork was at 7.30 a. m., it is now at 3 p. m. on the preceding day. There was no day mail to Limerick, it is now at 12.25 p. m. There was no day mail to Waterford, it is now 1.20 p. m. There was no day mail to Clonmel, it is now at 3 p. m. There was no day mail to Dungarvan, it is now at 6 p. m. I have the same particulars as regards Kilkenny, Carlow, Cashel and Cahir; it shows the same increased advantage to those towns as regards the day mail; but the night mails were nearly same to those towns before as the mails now.

2005. This is a comparison of the arrivals of the day and night mails in the towns you have mentioned; to what period does it refer?—To the time before the use of the railways in Ireland, and the acceleration as effected by the use of the railways.

2006. Comparing what years?—Comparing 1846 with 1855.

2007. When

2007. When did the penny postage come in operation?—The penny postage came into operation in 1839, I think.

2008. Consequently it is under the penny postage?—But many years since its commencement. There is added to the table a return of what the arrivals would be if the Waterford and Limerick Railway were used as has been proposed.

2009. Viscount *Monck.*] Will you state, if you please, what the benefit derived by those several transmissions, would be, if the Waterford and Limerick Railway were used, taking first the Dublin mail?—To Cork it would give nothing. At Limerick, the arrival would be 1.35 a. m. of the night mail instead of 2.55; there would be no additional advantage as regards the day mail.

2010. *Chairman.*] That is carried all the way by rail, I believe?—It is. At Waterford the arrival of the night mail would be 3.10 a.m., instead of 4.45 a.m.; the day mail would not be accelerated.

2011. That is conveyed entirely by rail at present?—Yes. The arrival at Clonmel of the night mail would be 1.40 a. m., instead of 3.30 a. m.; and the day mail at 2 p. m. instead of 3 p. m. At Dungarvan, the arrival of the night mail would be 5.55 a. m., instead of 7.45 a. m.; the arrival of the day mail could not be accelerated.

2012. Mr. *Maguire.*] When does the day mail at Dungarvan arrive?—At six; it could not be accelerated.

2013. Will you demonstrate that to the Committee?—I will do so if you wish; but if you will allow me, I will first complete the table. The dispatch from Cork would be the same as at present, both day and night. The dispatch from Limerick of the night mail would be 10.35 p. m., instead of 9.15. The dispatch of the day mail would not be altered. The dispatch of the night mail from Waterford would be 9 p. m., instead of 7.21; the day mail would not be altered. The dispatch of the night mail from Clonmel would be 10.30 p. m., instead of 8.45; the dispatch of the day mail would be 11 a. m., instead of 10.10. The dispatch of the night mail from Dungarvan would be 6 p. m., instead of 4.30; the dispatch of the day mail would not be altered. The Committee will observe from that, that no earlier delivery of the night mail would be given at any town except at Dungarvan, and that the delivery there would be at 7 a. m., instead of 8.15.

2014. *Chairman.*] Are you speaking now of the Dublin night mail?—Yes, that the arrival by the night mail would be only improved to Dungarvan, and that there the delivery would be at 7 a. m., instead of 8.15.

2015. Mr. *F. Scully.*] Did you not say that the arrival of the night mail at Clonmel from Dublin was at half-past 3 in the morning?—Yes, but the letters could not be delivered any earlier at Clonmel; the arrival would be earlier, but the earlier arrival would be useless. Dungarvan is served from Clonmel, and I am certain that no earlier delivery would be given to any town served from Clonmel except Dungarvan; it would give the delivery there at 7 o'clock instead of 8.15. I do not think that any single letter would be delivered any earlier at any town.

2016. *Chairman.*] You are speaking now of the Dublin delivery?—Yes.

2017. Viscount *Monck.*] You have told the Committee what the effect of the employment of this train on the Dublin and London letters would be?—Yes.

2018. Mr. *Grogan.*] On the subject of the delivery of the London and Dublin letters you have just heard the evidence connected with Kilkenny?—I have; Kilkenny is in this return; I did not read it to the Committee because the alteration, I believe, would be very small; but I can give it as regards Kilkenny too; as to the night mail the arrival at Kilkenny before the use of the railway was 4.10 a.m.; it is now 1.15 a.m.; I should explain that it is perhaps impossible for me to give the exact effect of the use of the railway, because, as it will be seen from the evidence of Mr. Fletcher, no hour had been fixed upon; he was speaking of running trains at arbitrary hours, not at hours settled in accordance with the Post-office rules, and of course the dispatch and the arrival from and to Kilkenny would be according to the hours he gave, and not according to our hours.

2019. Viscount *Monck.*] Are you speaking now of the employment of the Waterford and Limerick Railway alone, or are you talking of Mr. Fletcher's plan?—I was asked as to the use of the railways from Kildare to Kilkenny.

2020. Mr. *Grogan.*] The Kilkenny mail by the old coach arrived in Kilkenny from Dublin at 4.10 in the morning?—Yes.

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2021. At what time are the mails dispatched from Dublin now for the country?—At 7 p.m.

2022. Then if the Dublin mail for Kilkenny is dispatched at 7 p.m., the same as all the other mails, at what time would it arrive in Kilkenny?—At 10.44 p.m.

2023. Will you give the up train now?—I can put Kilkenny in the same position as the other towns; the dispatch from Kilkenny by coach in 1846 was 8.50 p.m., the dispatch at present is 10.51 p.m.; that is, the night mail up to Dublin.

2024. *Chairman.*] That mail from Kilkenny at 10.51 is sent by the Waterford coach, which is dispatched from Waterford at 7.10?—At 7.21 p.m.

2025. Mr. *Grogan.*] The Waterford mail is dispatched from Dublin at seven every evening?—We take it from the Post-office at that hour.

2026. Through Kilkenny every evening?—Yes.

2027. It would arrive at Kilkenny if the railway were used, at what time?—At 10.44 p.m.

2028. Arriving in Waterford when?—It would arrive there at 1 a.m.

2029. The Dublin mail from Waterford now leaves when?—At 7.21.

2030. What time would it reach Kilkenny, if the rail were used?—At about nine. As we are upon that subject, I should remark that if that mail were to reach Kilkenny at 9, or at 8.30, as Mr. Fletcher proposed, the dispatch from thence to Dublin would be at 8.30 or 9. Kilkenny would thus have to dispatch those mails at that hour, instead of as at present at 10.51, and would thereby be inconvenienced.

Vide Appendix.

2031. Viscount *Monck.*] Will you put in that table?—I will. (*The Witness delivered in the same.*)

2032. Mr. *Grogan.*] You have stated that if the railway were used for the dispatch of the night mail from Waterford at 7.21 to Dublin, it would arrive at such an hour at Kilkenny as to necessitate the departure from thence to Dublin the same hours; two or more hours sooner than at present?—Yes, according to Mr. Fletcher's proposal.

2033. Would that be an inconvenience to the mercantile community there?—It would be an inconvenience, and a much greater inconvenience to places served from Kilkenny, such as Gowran and Goresbridge.

2034. Do you imagine that the inconvenience of posting their letters an hour and a half or two hours earlier than they at present do, would be greater than the non-receipt of the letters at all by the night mail?—There is no such non-receipt at all of their letters by the night mail.

2035. At what time are the letters from Waterford received at Kilkenny by the night mail?—At seven o'clock in the morning, and they would be received at the same hour if such an arrangement was made as that now proposed. In point of fact, as far as I am able to see, the arrangement would give a certain amount of injury, and would give no advantage whatever to Kilkenny, and the towns served from Kilkenny.

2036. Does the same remark apply to Carlow, and the towns served from Carlow?—No; it would give a certain amount of convenience to Carlow; but I think not an amount of convenience to balance the inconvenience to Kilkenny, or at any rate not more; it would perhaps be equal; the convenience to Carlow would be very small.

2037. Mr. *F. Scully.*] Have you given the town of Carrick-on-Suir in that statement?—I have not; but if the Committee wish, I will add it.

2038. Viscount *Monck.*] Will you now turn your attention to the district south of Waterford, to the communication from Waterford, Cork, Limerick, and so on, and to the effect of transmitting the night mail train upon the Waterford and Limerick Railway; what is the number of letters per week sent by the Post-office to those districts?—The total number of letters which would be accelerated in their delivery by the use of this railway is 12,480 a week.

2039. What is the annual revenue produced by that number of letters?—According to the Post-office calculation, those letters would give a revenue of 3,380 *l.* per annum.

2040. Mr. *Fagan.*] What letters do you include in that number of 12,000?—I include all the letters coming into Waterford from Cork, Limerick, and towns so circumstanced; all the letters for Dungarvan, for Lismore, for Cappoquin, for certain sub-offices under Limerick, which would receive an advantage, and all the letters for Kilrush and Ennistimon.

2041. Mr. *F. Scully.*] Have you put in that list all the letters that would be

be received in the towns of Tipperary, Clonmel, and Carrick-on-Suir?—No letters would get into Tipperary any earlier by the use of the night mail train.

2042. From Waterford the letters between Clonmel and Waterford, Clonmel and Carrick-on-Suir, and Clonmel and Cork?—I have referred to all letters which would be delivered earlier.

2043. That is, by the use of the Limerick and Waterford Railway?—That is, by the use of the Limerick and Waterford Railway. If you choose to count the letters both ways, I can double this, and take double that number; but that would be taking the letters and the answers; I have only given the letters, which would be delivered any earlier.

2044. Why do you omit such towns as Clonmel and Carrick-on-Suir, when you include such towns as Ennistimon?—Because the letters at Ennistimon would be delivered at 7 a. m., instead of 8 a. m; but no letter coming into Clonmel would be delivered any earlier by the use of the night-mail train.

2045. Are the letters from Waterford the same evening delivered at all in Clonmel?—No; nor would they be by the use of the night-mail train.

2046. Mr. *Wilson.*] What you mean is, that you have taken into your calculation all the letters the delivery of which would be expedited by the use of the night-mail?—Exactly.

2047. Viscount *Monck.*] The revenue derived from those letters is 3,380 *l.* a year?—Yes.

2048. Sir *S. Northcote.*] When you say letters expedited, do you mean simply letters that would be delivered earlier, or letters that might leave earlier?—I mean simply letters which would be delivered earlier.

2049. Then if they would be delivered at the same time, might they not start three or four hours later?—I count no such letters.

2050. Mr. *F. Scully.*] Would not the same number of letters be accommodated by starting two hours later?—Certainly.

2051. Mr. *Grogan.*] If you were estimating the advantage of the use of that particular railway, would it not be fair to say that a similar number of letters would be accommodated by a later dispatch?—I think it would be fair to make it so understood, but not to include the two in the same statement.

2052. Viscount *Monck.*] You have told us what the revenue produced by letters that would be affected by this train is; will you now tell me what the additional expense to the Post-office of the employment of this railway would be?—We have calculated that it would be 5,645*l.* for the use of that night mail train.

2053. Is that the net additional expense?—That is the net additional expense.

2054. Deducting from the gross expense the outlay that is now made for the transmission of those mails?—Deducting from the gross expense all the cost that would be saved.

2055. *Chairman.*] Have you the details of that to put in in any form?—I have the details here; I can put them in.

2056. Viscount *Monck.*] Will you state to the Committee the details?—A mail car from Clonmel to Waterford would be discontinued; the cost is 216 *l.*; also a car from Goold's Cross to Clonmel, with a branch car from Cashel to Cahir, which costs 198 *l.*; that is the way in which our contract runs; it is one contract; Mr. Bianconi receives 198 *l.* for that work; also 390 *l.*, the cost of the coach from the Limerick junction to Limerick; there should be deducted from these sums the expense of the car from Goold's Cross to Cashel, which might cost 50*l.*, and probably would do so; that would leave 654*l.* saved by the discontinuance of mail cars.

2057. What is the entire expense of the railway?—The entire expense asked by the railway is 6,159 *l.*; to which must be added the sum of 140*l.*, the probable cost of serving the towns from the railway stations; that makes a sum of 6,299*l.*; deduct 654*l.* from that, and it leaves the sum of 5,645*l.* as the cost for the use of the proposed night mail train.

2058. Would the additional expedition given to the mail by the use of this train enable you in any case to answer a letter by return of post, which you cannot do now?—No, in no single case. When I say that, I should explain to the Committee, that in calculating those things, I am counting the post towns. Some few letters to some small sub-offices would reach a day earlier, and of course would benefit them so far; but in speaking of post towns upon that map, it would not in any case give the power of answering a letter where that power does not exist now; and, as regards sub-offices, this additional benefit would only be given in a very few cases.

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2059. Are you aware of the entire Post-office revenue of Ireland?—Mr. Hill stated that the other day; it is in evidence already.

2060. The effect, as Mr. Rowland Hill stated, of employing the railway upon their own terms, would be to sweep away the whole revenue of Ireland?—Such was Mr. Rowland Hill's statement.

2061. Will you tell the Committee, in detail, what the particular advantage to each town to which the post would be expedited by the use of this mail would be?—I will begin with Waterford. Letters would be delivered in Waterford by letter-carriers, commencing their delivery at 7 a.m. instead of at 9 a.m. It being understood that the letters so expedited are from Limerick and Cork, and towns circumstanced as those town are. Answers to those letters would be posted up to 8.30 p.m. instead of at 4 p.m. At Dungarvan, all letters coming by the night-mail would be delivered at 7 a.m. instead of 8.15 a.m. At Lismore letters would be posted up to 6.30 p.m. instead of 4.30 p.m., and delivered 15 minutes earlier in that instance; the present delivery being 7.30. At Cappoquin letters would be delivered at 7.15 a.m. instead of 8, and posted at 6 instead of 4. Certain sub-offices under Limerick would get their letters one hour earlier, and post them one hour later: Kilrush would receive its letters at 10 a.m. instead of 10.30, and post them at 1.40 instead of 12.30. Ennistimon would receive its letters at 8.30 instead of 9, and post them at 3.25 instead of 2.35. Those are the only advantages which I am aware would accrue; as I said before, there are some sub-offices which would get a certain amount of extra convenience; for instance, Tramore and Passage.

2062. Can you give the Committee an account of the number of letters received at those sub-offices; I think there are five of them to the south-east of Waterford?—Dunmore receives 311 letters a week.

2063. Mr. *F. Scully.*] Is that the average, or is it at a particular time of the year?—It is a good deal more than the average: 311 letters a week is for a week in the beginning of this month; it is a good deal more than the average: at Tramore, the average is 750 struck for two months, the letters, during the first week in July, having been 1,100: at Passage, the letters are 124 a week; those are the three places, I think, that were named on this side of Waterford.

2064. Viscount *Monck.*] There was Woodstown, and another place, I forget the name of it?—Lord Huntingdon gets his letters by the Dunmore post, but I do not think there is any office at Woodstown; there are private bags, but there is no office at Woodstown. I should state, however, that in those letters for Dunmore, Lord Huntingdon's letters, and the letters of other people living there, are included. Certain other small offices were spoken of; Kilmeaden and Lemybrien were named.

2065. Will you state the amount of postage from those places?—Lemybrien receives 47 letters a week; it is a place to which the coroner for the county of Waterford alluded as being deficient in its postal accommodation; Kilmeaden receives from Waterford 89 letters a week; Kilmeaden was the other place to which the gentleman alluded as being badly off in its correspondence with Waterford.

2066. Bunmahon was another?—Bunmahon is not served from Waterford as Lemybrien and Kilmeaden are, but it is served from Carrick-on-Suir; it receives 343 letters a week. I may explain to the Committee that none of those numbers are equal to the average number carried by rural post messengers in England, who commence their deliveries at 7 and finish at 10. Those places are served some once and some twice a day, and all, except Lemybrien, receive their mails at an early hour in the morning, and none of those numbers are equal to the average number carried out by a rural post messenger in England.

2067. With regard to the question of expense and the saving that would be effected, we were told that the car from Waterford to Maryborough might be dispensed with; is that your opinion?—It is not surprising that witnesses who are not connected with the Post-office should be deficient in experience and knowledge upon this subject. But it will be seen that that car from Maryborough serves Abbeyleix, Ballyraggett, Kilkenny, and Thomastown, and then there is a branch car goes off from Thomastown to Ross, and another car on to Wexford, which conveys the correspondence from the Kilkenny side of the country to Wexford.

2068. Mr. *F. Scully.*] Are the letters from Waterford to Kilkenny carried by that car?—They are carried by that car; and that would be an additional reason why that car could not be discontinued, in consequence of the use of the night mail train between Limerick and Waterford.

2069. Viscount *Monck.*] With reference to the saving to be effected by the employment of the Waterford and Limerick Railway, one of the witnesses said that the car to Maryborough might be discontinued?—My answer is solely with reference to the use of the Waterford and Limerick Railway. Of course, it would be discontinued if the line of railway from Kildare to Waterford were used.

2070. A difficulty was made about the Passage letters not being dispatched after the arrival of the Cork mail?—Yes. Since that time I have referred to the Papers in the Post-office, and I find that some time ago there was an application made to alter the post between Waterford and Passage. The Surveyor, I believe, distinctly reported that it would be more injurious to Passage to alter it than beneficial; but if the inhabitants wish to have that post fitted to the arrival at Waterford from Clonmel, instead of to that from Dublin, they can have it.

2071. That answer applies to all those small posts in the neighbourhood of Waterford?—Not to Tramore, exactly; Tramore is served by the railway, and we have not the power of forcing the railway to run at any hour, except that which suits their traffic. I may explain to the Committee that I have just this moment received a telegraphic message with respect to the letters to go on to Dunmore. There was a question raised about the Dunmore letters. The letters coming from Limerick and Cork to go on to Dunmore are not now delayed, as was complained of to the Committee.

2072. *Chairman.*] Does not that involve delay to the Dublin letters?—It will involve a delay of not more than 10 minutes.

2073. Mr. *Wilson.*] What is the distance from Waterford to Passage?—Seven miles and five furlongs English.

2074. At present the mail leaves on the arrival of the Dublin mail?—It leaves at six o'clock in the morning. Passage is served by a foot messenger, not by a car.

2075. Suppose those letters were delayed until the arrival of the Cork mail at 7.43, it would involve a later delivery at Passage of an hour and a half?—More than two hours.

2076. You say that now it leaves at six?—It leaves at six; it could not leave till 8.10.

2077. At what hour do they arrive at Passage now?—At eight now.

2078. Therefore they would arrive a little after 10?—10.10 a.m.

2079. How many letters a week, are there?—The letters coming from Cork and Limerick to Passage, which would be expedited by such a change, are two in a week. So that out of the whole letters for Passage, being 125 in a week, 122 would have suffered delay, and two would have been expedited.

2080. Therefore, if it should be for the convenience of the importers of Indian corn into Cork, or merchants in Waterford, to communicate with Passage at a later hour, there would be no difficulty in the Post-office making that arrangement?—No difficulty whatever; but it cannot be supposed that the people at Passage would wish to change the time of the arrival of their letters, and have them at 10.10, instead of 8, where the returns of the letters show such a result as that now given.

2081. But if the corn importers complain that it is a serious inconvenience that they cannot write to Passage, where the vessel may be, in order to receive an answer by return of post, that inconvenience may be obviated by altering the departure of the mail to Waterford two hours?—Certainly.

2082. Supposing you were to use the day trains of the railway from Waterford to Limerick for the evening mail as far as Clonmel, what advantage would that give to the intermediate places?—It would depend altogether upon the dispatch from Waterford.

2083. What is the latest train at present from Waterford?—Half-past five.

2084. Supposing you were to dispatch your mail at half-past five by the existing train, it would go as far as Clonmel?—It would go as far as Clonmel.

2085. Would it arrive in Clonmel in time to have a delivery the same evening?—Yes, it would.

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2086. And, therefore, simply using that train as far as Clonmel would remove all the disadvantage which has been stated as to the impossibility of replying, or the inconvenience of replying, by return of post from Clonmel to Waterford?—As regards Waterford and Clonmel it would do so.

2087. Is it common on the railways in Ireland to use day trains for the purpose of carrying letters?—It is very common to use the existing trains at the existing hours, or at hours which suit the passenger traffic, at a very low rate of payment.

2088. Do you see any objection to enter into such an arrangement with the Waterford and Limerick Railway Company, if they were willing to do so, upon such terms as you pay to other railway companies in Ireland?—I think it would be very desirable, upon similar terms to those upon which we have made the same arrangement with other railways.

2089. And by that means a reply might be received by return of post; so that a letter dispatched at half-past five or five in the evening from Waterford would be certain of a reply the next morning from Clonmel?—Certainly.

2090. By that means also you might give the people in Waterford an hour longer to answer the whole of their letters which go to Cork and Limerick and in that direction?—I would say 45 minutes longer.

2091. Viscount *Monck.*] Would they be able to deliver in Clonmel under such an arrangement at night?—They would.

2092. Mr. *F. Scully.*] You have admitted that the delivery would be expedited by the use of the Limerick and Waterford Railway; are you prepared now to give the number of letters that would be received in Clonmel?—I see the apparent discrepancy; I think I can explain that: I was obliged in drawing out this paper to presume upon certain hours; I understood, and I believe what has gone on before the Committee confirms me, that the intention was to propose a train running from Waterford to fit the Cork and Dublin line at the Junction, and therefore, of course, I had to time the arrival out from Waterford so as to fit the night-mail trains at the Limerick Junction. The Honourable Member has now asked a question as to an entirely different arrangement. I was asked by him with reference to a train leaving Waterford at 5.30, which would give a delivery at Clonmel the same night.

2093. You said just now that it would afford a delivery in Clonmel in the evening?—It would of course. But when I gave in the hours which I stated I was alluding to the dispatch from Waterford at nine, so as to suit the night trains at the junction. I think the Committee was speaking of maintaining a night circulation between Cork and Waterford. Of course I need not explain that the use of such a train as that now alluded to, from Waterford to Clonmel, would in no way expedite the letters to Cork.

2094. Could not letters from Cork be expedited in their delivery at Clonmel by the use of that railway?—Not at all. They are already delivered in Clonmel at seven o'clock in the morning from Cork.

2095. Mr. *Wilson.*] Then if you used the half-past five o'clock train, which now runs for passengers, you would be enabled by that means to afford a delivery that night to all places, including Clonmel, between Waterford and Clonmel?—Yes; but all those places, except Clonmel, have a delivery at present.

2096. Then it would include Clonmel in that delivery?—It would include Clonmel in that delivery.

2097. And therefore, from all those places, including Clonmel, there could be a reply by eight or nine o'clock the following morning?—Certainly.

2098 Suppose the night-mail, instead of that, were to leave Waterford at the latest, say nine o'clock, would not the effect of that be to exclude Clonmel and all those towns from any postal delivery that night, and therefore from any possibility of reply until the following morning, arriving in Waterford the next morning but one?—Not only from delivery by letter-carrier, but also from delivery at the window, which they at present enjoy.

2099. At the present time the mail leaves Waterford, I think, at half-past four?—Yes.

2100. Even that mail leaving Waterford at half-past four affords to all the intermediate towns before it reaches Clonmel an opportunity of answering by return of post that same night?—Yes.

2101. And at Clonmel even it affords that opportunity, if a person chooses to send

send to the post-office between a quarter to eight and nine?—At present from a quarter to nine to ten; we have increased the time to ten.

2102. Supposing that that mail were altered so as to leave Waterford by the night mail by railway, would it not place Clonmel and all the intermediate places at the positive disadvantage of postponing the reply by a whole day?—It would certainly.

2103. Mr. *F. Scully.*] Suppose you were to have a day mail between those towns, and to use the day trains, could you not remedy that difficulty?—You can remedy any difficulty, of course, if you choose to use an unlimited number of trains.

2104. Sir *S. Northcote.*] I do not know that I clearly understand about Tramore; would there be any difficulty in letters leaving Tramore at a rather earlier hour so as to catch the night train from Waterford?—If there were any earlier train running; we could not have a special train, because we should have to pay for it.

2105. *Chairman.*] How many trains a day are there now from Waterford to Tramore and back?—It is stated in this Guide that there are six.

2106. What month is that for?—July.

2107. What is the time by which you send the mail from Tramore to Waterford?—It is the 4.30 p.m., I believe; I do not see it here; it has been changed, according to the wishes of the people; there is, I believe, a train at present which leaves Tramore at 2.30.

2108. When was it changed?—I cannot tell you the date at which it was changed.

2109. We were told by a witness, the other day, that the train left at 4.15, and arrived in Waterford just as the 4.30 dispatch was going, or just as it had gone; can you state when the change was made; has it been made since this Committee sat?—No, I do not know that any change has been made since this Committee sat.

2110. Sir *S. Northcote.*] Can letters sent from Tramore reach Waterford in time for the night mail now; it was stated in evidence, some time ago, that they could not; that they arrived just too late for the mail leaving Waterford at half-past four, going to the south of Ireland?—I am only guided, as to the present hour of the Tramore mail by this book which I hold in my hand; therefore I cannot give correct information, at the present moment, as to that; but the exact state of the case can be understood as well as if I could. If the people of Tramore chose, they could have the mail dispatched at 2.30, so as to catch the Clonmel mail. If they prefer a later dispatch for the London letters they can have it.

2111. *Chairman.*] If you make use of that late day train from Waterford to Clonmel, you need not make any change in the Waterford and Tramore train, because the Tramore mail would be in time for that?—Yes. The Tramore people would gain an advantage.

2112. Mr. *Wilson.*] By the use of the half-past five o'clock train, which now runs, you would not only give the advantage of additional time to post letters at Waterford, but at all places dependent upon Waterford?—It would give the same advantage to the whole locality delivered from Waterford.

2113. Mr. *F. Scully.*] Is it a night coach or a car that runs from Waterford to Maryborough?—It is a coach now, that has been put on; we had a car; I think it is a coach at present.

2114. What is the cost of that conveyance?—£. 950 a year.

2115. You said, in your evidence, that the towns of Abbeyleix and Ballyraggett would suffer in consequence of the taking off of that coach, and transmitting the mails by means of the Limerick and Waterford Railway?—I gave a list of towns, beginning with Abbeyleix.

2116. What other towns did you say?—Abbeyleix, Ballyraggett, Kilkenny, Thomastown, Ross, Wexford, and you may add, Callan.

2117. At what time are the letters delivered in Kilkenny arriving from Waterford?—Seven o'clock in the morning.

2118. Might not the same communication be made between Waterford and Kilkenny as between Waterford and Clonmel; might not letters by the Dublin day mail, if they went by the Limerick and Waterford Railway to the Junction, and so to Dublin, arrive in Kilkenny by midday next day?—It is not with reference to letters between Waterford and Kilkenny that I say the car could not be withdrawn, because there is much higher importance attached to that car in

bringing the night mail from Dublin to Kilkenny. It is not only for the sake of maintaining communication between Kilkenny and Waterford, but for the sake of maintaining the communication between Kilkenny and the whole of the world, that that car is maintained.

2119. Supposing the railway was used, you would not want the car?—We are speaking now of the use of the Waterford and Limerick Railway, not the railway from Kildare to Waterford.

2120. I refer to the Waterford and Maryborough car, which costs 950 *l.*, and which might be saved if you used the Waterford and Limerick Railway?—My evidence goes to say that the expense of this car will not be saved by the use of the Waterford and Limerick Railway.

2121. Could not those towns be served from Maryborough?—They are so served now.

2122. Would not the letters from Abbeyleix and Ballyraggett, supposing you were to use the Waterford and Limerick Railway, arrive in those towns nearly as soon as they do at present by car or coach?—By what car or coach?

2123. By conveyance of the Limerick and Waterford Railway to the Junction, by railway to Maryborough, and then by sub-post from Maryborough to those towns?—Those towns at present are served by that car; it is to that car I allude; if that car was taken off from all the towns south of Abbeyleix, of course Abbeyleix would be served; but that car at present serves Kilkenny, Ross, Thomastown, and Wexford. I think the Committee will see by looking at the map that the use of the car would be required the whole day through. If I may be allowed I can explain it better upon the map. This is the communication here (*pointing out the same*); it being a car for which we are paying 950 *l.*, and if this railway (the Limerick and Waterford) were used, and that line of communication were taken off, there would be no means of communication to Kilkenny.

2124. Has there not been always a mail car from Waterford to Ross?—There is none now.

2125. Used there not to be one?—There was a mail running from Waterford to Wexford, which ran through Ross.

2126. With respect to the cost of communication by railway, do you know what the cost of communication by four-horse coaches was formerly between Dublin and the different towns?—No, I cannot state that.

2127. Are you aware of the number of mail-coaches there were upon those roads?—Yes.

2128. Will you state to the Committee the number on the line from Dublin to Cork, Waterford, and Limerick?—There was one night mail-coach ran to Limerick, another to Cork, and another to Waterford.

2129. Were there not two mail-coaches to Cork?—I speak of the night mails; there was one day mail-coach to Cork.

2130. Were not there coaches from Limerick to Waterford?—There was a night mail-coach from Limerick to Waterford, and a day mail-coach from Limerick to Cork, and a day mail-coach from Limerick to Tralee.

2131. Another to Galway?—That is going out of the district.

2132. Was not there one from Cork to Tralee?—There was one from Cork to Tralee, and one from Cork to Bantry.

2133. Another from Youghal?—Yes; the coach from Cork to Waterford went through Youghal.

2134. Can you give the Committee any idea of the cost at that time of those different coaches?—I am ignorant of that.

2135. Were you aware of it at that time?—I was in the district at that time, and was very well acquainted with all the coaches; but that will not enable me to give the cost of them. I can have a return prepared for the Committee, but Mr. Page, the superintendent of mail-coaches, will be examined.

2136. Are there any one-horse cars employed in place of those coaches now?—A great many.

2137. In what directions are they running?—There is a mail-car which runs from Limerick to Newcastle, through which town the mail-coach from Limerick to Tralee used to run. There is a mail-car runs from Mallow to Killarney, carrying a few of the letters that were formerly carried by mail-coach from Cork to Killarney. There is a mail-car from Cork to Skibbereen, carrying letters that were carried by mail-coach over that road. There was also a mail-coach, which

we

we did not enumerate, from Cork to Waterford, which did not carry the letters from Cork to Waterford, but which was a mail-coach.

2138. *Chairman.*] Which did not carry letters?—It carried the letters from Cork to Youghal, and it took other letters up and carried them to Tallow, and letters on from Tallow and Lismore to Dungarvan, and then to Waterford; but it did not carry the letters between Cork and Waterford.

2139. It carried letters to intermediate places between Cork and Waterford?—Yes.

2140. Have you mentioned the mail-coach from Waterford to Wexford?—I believe the Honourable Member was alluding to the mail-coaches which ran in the district upon this side of Waterford.

2141. Mr. *F. Scully.*] There is a car now from Waterford to Maryborough?—I believe that contractor is entitled to employ either a coach or a car, but it carries a Post-office mail-guard.

2142. *Chairman.*] In stating the cost of that, you did not include the cost of the guard?—No; I was merely speaking of the cost of the conveyance.

2143. There are other expenses which the Post-office have to pay on account of that conveyance?—So there are upon other lines. When we speak of the cost upon the railways, we do not speak of the cost of the guard.

2144. The 950*l.* is not the whole expense of the Maryborough conveyance?—It represents the same expense as the 4*s.* 6*d.* a mile upon the railway.

2145. Mr. *Wilson.*] In both cases it will exclude the mail-guard?—In both cases.

2146. *Chairman.*] Do you send a guard by all the mails?—No; but a good many of them are accompanied by mail-guards.

2147. Mr. *F. Scully.*] Do you send guards with all the one-horse cars?—No.

2148. *Chairman.*] Nor by the mail from Waterford to Kilkenny and Kilkenny to Waterford?—No, not the day mail train; there is no guard upon that.

2149. Mr. *F. Scully.*] There is a one-horse car which you omitted, from Clonmel to Waterford and from Clonmel to Goold's Cross?—Yes.

2150. Are you aware that the Post-office now send the mails by rail from the Limerick junction to Cork?—Yes, twice a day.

2151. What is the price paid for that?—Four shillings and sixpence a mile for the night mail, and 1*s.* a mile for the day mail.

2152. What is the income of the Cork post-office?—£.9,300.

2153. What important towns are there upon this line between the junction and Cork?—Mallow: none other.

2154. Upon what principle is it considered necessary to send the mail from the junction to Cork by railway?—The principle of expediting the correspondence between those towns. I may be understood, that although there are no important towns between Cork and the junction, there are others which are not between. Youghal is an important town; Bandon is an important town; and there are many others which are also served by the railway running from the junction south.

2155. What is the income of the Limerick post-office?—£.7,200.

2156. What is the income of the Waterford post-office?—£.3,200.

2157. What important towns are there upon the line between Limerick and the junction and Waterford?—Clonmel is the most important.

2158. Do not you pass through Tipperary?—I do not think Tipperary an important town; I have omitted other towns similar to Tipperary; I call those important that return Members to Parliament.

2159. Then, of course, you would call Portarlington an important town; you do not think the importance of towns is to be measured by their commercial importance?—It is very hard to distinguish which are important towns and which are not; but I will undertake to say that no one who knows the country will say that I have not given the more important towns; I have named Clonmel.

2160. Will you give the income of the Clonmel, Tipperary, and Carrick-on-Suir post-offices?—That of Clonmel is 2,200*l.*; I gave them in evidence before.

2161. What is the Tipperary?—Seven hundred pounds.

2162. What is the Carrick-on-Suir?—Six hundred and eighty pounds.

2163. Will you give that of the town of Portarlington?—I have not got it; I was desired to confine this list to certain towns in a district in which Portarlington is not.

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2164. Mr. *Wilson.*] When you speak of the income of these post-offices, you refer to the whole of the income derived from letters coming from every quarter?—Yes.

2165. Do you happen to know what portion of the income would be affected by letters which would be conveyed by the night mail, and, therefore, which would affect the question of the establishment of the night mail?—I can tell the Committee what the whole income of the Waterford is, for instance, which would be most benefited, more than any other town, by the use of the night mail train; and I can tell the Committee the number of letters which would be influenced by the use of the night mail coming into Waterford, which will give the exact comparison. The income of Waterford altogether is 3,200*l.* in round numbers, and the letters which would be expedited by coming into Waterford by night mail train from the junction would represent 480*l.*

2166. Out of the 3,200*l.*, letters to the amount of 480*l.* would be affected by the use of the night mail?—Yes.

2167. When you say that the income of the post-office of Limerick is 7,200*l.*, what proportion of that 7,200*l.* would be affected by the establishment of the night mail?—None. When I say none I should explain, with reference to the income of the post towns in Ireland, that it includes the post towns and all the sub-offices. Limerick is peculiarly circumstanced in that respect; there are a great number of sub-offices which are situated at a very great distance; that sum of 7,200*l.* includes the income of all the sub-offices.

2168. Mr. *Fagan.*] When you speak of income, you mean the actual cash receipts?—We count every letter at 1¼*d.*, and calculate the income at that rate; that is, every letter going into the town; if we took the letters going out, we should count all our letters twice over; the income of the sub-offices under Limerick which would be benefited is 962*l.*, the whole income of Limerick being 7,200*l.*

2169. Mr. *De Vere.*] Amongst those sub-posts of Limerick you include some in Clare, some to the west of the county of Limerick, and some in the northern part of Kerry?—Yes, and one even in the county of Galway.

2170. Mr. *F. Scully.*] Have you given the amount of receipts at Carrick-on-Suir?—£.680.

2171. What is Cahir?—Cahir, 400*l.*; I am giving them in round numbers; I give the nearest decimal.

2172. Do not you think that if the railway were used between those towns, it would increase postal communication between them, as far as regards all those upon the Waterford and Limerick Railway?—I should say, to Cahir, certainly not.

2173. Taking Clonmel, Carrick-on-Suir, Tipperary and Waterford?—I have no doubt there would be an increased communication between Clonmel and Waterford; there would be an increased number of letters, I have no doubt.

2174. Should you not give some credit in your estimate for the increased receipt of letters to Clonmel?—From Waterford.

2175. Has that entered into your calculation?—Certainly it has; I say there would be an increased number of letters going from Clonmel to Waterford, and *vice versâ*.

2176. Then your first estimate did not include that as regards Clonmel, Carrick-on-Suir, and Cahir, and all that district?—I gave the Committee an estimate of the absolute number of letters as now existing, which would be accelerated; you ask me now whether I think there would be a hypothetical increase; I think there would, but I think it would be but little.

2177. Would not that be an additional argument in favour of using the railway?—Certainly.

2178. Mr. *Wilson.*] But upon what ground can you conceive that there would be an increased number of letters between Waterford and Clonmel; if the letters from Waterford left at nine o'clock at night, they could by no possibility be delivered till the following morning; whereas at present they leave in the afternoon and may be received in Clonmel the same evening; what increased accommodation would that afford?—I presume the question refers to the scheme which you alluded to; if such a scheme as you alluded to were put into operation by a mail at half-past five by the present passenger train, and not a night mail, then the increased accommodation would undoubtedly increase the number of letters.

2179. Would there not be less accommodation, and therefore be likely to be less postal accommodation, if the night train left at nine, if you are to assume increased correspondence?—The letters could not be delivered in Clonmel the same night, but they could be posted later in Waterford; but whether the advantage or the disadvantage would preponderate, I cannot say.

2180. Mr. *Grogan.*] By the present arrangement, are letters posted in Waterford this evening delivered in Clonmel the same evening?—Not by letter-carrier; they are delivered at the window to the people who call for them.

2181. There is no postal delivery in Clonmel the same night?—None.

2182. Therefore if the night mail spoken of were put on and ran to Clonmel, there would be no additional inconvenience as regards the delivery of letters to the people of Clonmel?—Yes, there would, because they would lose the power of getting their letters the same evening from the post-office.

2183. That is, if they choose themselves to take the trouble of doing post-office work; but as regards the post-office delivery in Clonmel, would any inconvenience arise to the merchants or people of Clonmel, by the dispatch of the night mail as suggested?—A very material inconvenience.

2184. Will you explain that?—They would lose the power of going to the post-office of Clonmel at 8.45 p.m. in the evening and getting their letters from Waterford, and then of answering them, so that the answer should go into Waterford the next morning.

2185. That is, they would lose the opportunity of going themselves to the post-office; but I speak of the post-office delivery in the town?—I am asked if the people would receive an injury; they would receive the injury which I have described.

2186. Do you deliver the letters in Clonmel that evening?—No.

2187. Mr. *F. Scully.*] How many people apply at the post-office of Clonmel at night?—I cannot tell, but from what I hear, a good many consider it an accommodation.

2188. Mr. *Grogan.*] Are not the banks and the large mercantile establishments closed at the hour at which the mail arrives at Clonmel?—They are.

2189. Therefore, as regards the whole of that class of the community, no inconvenience would arise?—The banks are closed, and would be closed at the hour of the arrival of the mail that would come out of Waterford in the evening.

2190. Then there would be no additional inconvenience arising from the lateness of the hour?—There would be a very great additional inconvenience arising if the hour was later.

2191. Viscount *Monck.*] In fact, in the present state of the case you can dispatch a letter from Waterford at half-past four, and you can get an answer the following morning from Clonmel?—Yes.

2192. Under the proposed arrangement that would be perfectly impossible?—Exactly.

2193. Mr. *Wilson.*] Under the arrangement proposed of sending the post by the half-past five o'clock passenger trains, you would accomplish the delivery that evening?—Yes, it would afford an increased advantage to that which they receive at present.

2194. Viscount *Monck*] How many deliveries are there in Clonmel in a day?—I think two only, after the arrival of the night and day mails from Dublin.

2195. Mr. *F. Scully.*] What is the latest hour in the evening that deliveries are made in towns of such importance as Clonmel?—It is hard to give a positive answer, but in my own district I have, at the present moment, a delivery as late as 8.45 in the evening.

2196. If a letter left Waterford at half-past six or seven, would it not be in time to be delivered in Clonmel the same night?—No, it would not; because the whole force of the office is required at Clonmel at the hour at which the mail would arrive, for the purpose of the dispatch of the Dublin night mail; we cannot effect a delivery at the same moment.

2197. Supposing the train were used for the conveyance of the night mail from Clonmel to Dublin, in place of starting at the same hour as it does now from Clonmel by car, could it not be sent by railway, and so give more time?—No; because in such a case the letter-carriers at Clonmel would not be able to leave

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the office before nine, and I know that in the case I have alluded to as the latest delivery we have, it is too late for useful purposes.

2198. Suppose it started from Waterford at a quarter before seven?—It should start from Waterford so much earlier as to enable the force of the Clonmel office to have sorted those letters, and to have dispatched them by the letter-carriers before the hour at which they have to begin to make up the dispatch of the night mail.

2199. Does not it arrive now at 20 minutes past eight at Clonmel?—Twenty-three minutes past eight at present.

2200. If that great difficulty would exist as you say in the arrival and dispatch of those mails, does it not exist at present?—But there is no delivery now by letter-carrier for that reason.

2201. If they arrived half an hour earlier, would that not give them time for delivering the letters?—No, it could not be done; they are employed now in Clonmel from 7.30 to 8.45 in the dispatch of the Dublin night-mails; to enable the post-office to effect the delivery of the Waterford letters they must arrive before 7.30. The fact is that everybody in the office, and the room in the office, is being employed for other purposes, and we cannot send out letter-carriers for the delivery, or sort the in-coming letters at the same time as we are sorting the outgoing letters.

2202. Having sorted the letters at Clonmel, how long do you give the public to receive those letters at the post-office?—They are not sorted by the letter-carriers; the letter-carriers, if they have to sort letters for delivery, have to come into the office and sort their own letters according to the streets in which the persons live; that has not to be done for the window delivery.

2203. Mr. *Grogan.*] At present the train leaves Waterford at half-past four?—The mail does.

2204. And you deliver the letters after the dispatch of the Dublin mail for a quarter of an hour at the window?—For an hour and a quarter at present.

2205. *Chairman.*] How long has that been so?—For two or three days; the arrangement was made after the statement which came out in this Committee.

2206. Have you made any other changes since the Committee sat?—Yes.

2207. Mr. *Grogan.*] That hour and a quarter you consider sufficient to sort the letters, but not to send them out?—Certainly not; we cannot dispatch the letter-carriers so late as that; it would be too late for the letter-carriers going out.

2208. When does the delivery of letters at the window begin?—At 8.45, and extends to 10.

2209. Then it is an hour later than it was?—We have added an hour since the fact was represented to the Committee.

2210. And you think it would be too late to despatch the letters by means of letter-carriers at a quarter to nine?—Quarter past nine.

2211. At what time would the delivery be completed?—About 10.30.

2212. You consider that too late for the letter-carriers to take the letters round, but that it is not too late for individuals to go and ask for their own letters?—The letter-carrier would be occupied a considerable time in delivering the letters he would have to deliver, but the persons who call at the window for the letters call at their own option, it being for such persons themselves to decide whether it is too late for them or not.

2213. Sir *S. Northcote.*] Is the town of Clonmel lighted?—Yes.

2214. Mr. *F. Scully.*] If the mails were conveyed from the junction to and from Limerick and Waterford, would it not be very beneficial to those places, and enable the towns south of this line to have much more satisfactory postal arrangements, if the Limerick and Waterford Railway were used?—It would be of no benefit whatever to Limerick. I have already described the benefit it would be to Waterford; it would be of some trifling benefit to a few small places along the Shannon; it would be of benefit to Glin, to Tarbert, and Listowel, which are sub-post-offices under Limerick; it would be of some small benefit to Dungarvan.

2215. Would not the letters arrive some hours earlier in Waterford?—It is of no benefit to a town to have the letters arrive before six o'clock in the morning.

2216. But

2216. But I presume that mails are sent off from that town to other posts in the district?—It would be an advantage to places beyond that.

2217. Would it be beneficial to Portlaw?—Portlaw is so well served that I do not think it would be benefited.

2218. You would then be enabled to afford additional accommodation to Portlaw, Dunmore, Tramore and Kilmacthomas?—It could do nothing for Portlaw.

2219. To Kilmacthomas, Dunmore, Dungarvan, Cappoquin, Lismore, and other towns south of Waterford, would it not afford much greater facilities than they have at present?—No; I certainly think, speaking generally, it would not; it would afford some little extra accommodation to Dungarvan; it would certainly afford some extra accommodation to Dunmore, and some to Tramore. I explained that the mail coming away from Tramore at 4.30 would be in time, but I think that is all. I can take Portlaw, if you wish me. As one of the witnesses before the Committee mentioned Portlaw, I made an analysis of the posts to Portlaw.

2220. Mr. *Liddell.*] As to Portlaw, can you state in a few words what the peculiar circumstances of Portlaw are, which make it so impossible to accommodate it?—It is not that there is any difficulty in accommodating Portlaw, but that it has received so much accommodation as it is.

2221. *Chairman.*] Do you mean to say that Portlaw is so well circumstanced as to its postal accommodation, that it would be impossible to make it better?—I do not think that the use of the railway could improve it. Of course, you may run a mail-coach direct from Waterford to Portlaw, if you please.

2222. Supposing that the mail was conveyed by railway, instead of, as at present, by messenger, would not they get it sooner?—The arrival at Portlaw at present is at 7.15 o'clock in the morning; they also get their mails across by the Waterford day-mail, which is an accommodation given to them lately.

2223. Mr. *De Vere.*] You said just now that Limerick would derive no benefit from the postal use of the Waterford railway?—I tried to explain that letters would gain some very small advantage in the dispatch.

2224. Would not the dispatch of the sub-posts into Clare, and the western parts of Limerick, and the northern parts of Kerry, derive some advantage?—Yes; in the northern parts of Kerry they certainly would. I named them, and included them in the list I gave of letters which would be accelerated.

2225. What do you say to the western parts of Limerick; take Glin?—I also included one or two in the western part of Limerick, such as Glin, but not Foynes.

2226. What do you say to Atthea?—I do not know the name.

2227. That is in the western part of the county Limerick?—Is there a post-office there?

2228. Yes?—How is it served?

2229. I should think from Newcastle?—There is a place called Ardagh served from Newcastle; there is no other post goes from Newcastle.

Veneris, 20° *die Julii*, 1855.

MEMBERS PRESENT.

Mr. Meagher.	Mr. Grogan.
Mr. Barrow.	Mr. Wilson.
Mr. Liddell.	Mr. H. Herbert.
Mr. Fagan.	Mr. De Vere.
Sir Stafford Northcote.	Mr. Lowe.
Mr. F. Scully.	Mr. S. Ricardo.
Mr. Wickham.	Mr. Maguire.

THOMAS MEAGHER, Esq., IN THE CHAIR.

Anthony Trollope, Esq., called in; and further Examined.

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2230. Mr. *Wilson.*] YOU have heard the evidence given in this Committee with regard to the advantages of a day mail train from Waterford to the Limerick Junction station; what observations have you to make upon that proposal?—The proposed day mail train from the Limerick Junction to Waterford would certainly give some small amount of accommodation, and I will explain what it would be; the day mail at present reaches Tipperary at 1.30 and it would arrive at 1; it is dispatched at half-past 11, and would be dispatched at 12; that is half an hour each way; the day mail is dispatched from Dublin at 8.30 a.m., and the object is to accelerate the arrival of that day mail in towns in the south of Ireland.

2231. *Chairman.*] That day-mail already goes by rail to Limerick?—The day mail of which we are now speaking already goes by rail to the Junction.

2232. The day mail leaves at 8½, and goes continuously by rail to Limerick?—It does.

2233. The question put to you referred to the day mail coming in the direction to Waterford from the Junction by the same train?—I believe what is now in question is the use of the rail from the Junction to Waterford for the conveyance of the day mail, and Tipperary would be the first town affected; therefore I began with Tipperary. At Cahir the present arrival is 2.50 p.m., and the arrival would be 1.45 p.m.; the dispatch at present is 10.20 a.m., and the dispatch would be 11.40 a.m. At Clonmel the arrival at present is 3 p.m., the arrival would be 2 p.m.; the despatch at present is 10.10. a.m., the despatch would be 11 a.m. At Carrick-on-Suir the present arrival is 4.35 p.m.; the arrival would be 2.45 p.m.; the despatch is 7.45 a.m., and the despatch would be 10.30 a.m. There would also be this small additional accommodation given; the letters posted at Limerick or Cork in the morning would be delivered at those towns and also at Waterford the same afternoon; those are all the advantages which would accrue, as far as I am able to say, from the use of the proposed mail by railway train.

2234. Would the use of that train for the day mail assist in any way the postal connexion by railway; say from Cahir to Cappoquin, or any of those places?—In no way.

2235. To Dungarvan?—Nor to Dungarvan; it would give no extra accommodation to Dungarvan or to Portlaw. I mention those places, because the witnesses here have specially insisted upon the accommodation which would be given to Portlaw and to Dungarvan.

2236. Mr. *Wilson.*] When you speak of the small amount of time which would be saved at those different points by the use of the railway, is there to be deducted, even from that small amount of time, any time which would be required to convey the letters from the station to the post office, whatever it may be?—I have endeavoured, as near as I can, to give the exact hour at the post-office.

2237. You have accounted for that?—I have accounted for that.

2238. In

2238. In all those towns to which you have now adverted, is not the delivery of the letters which come by the day mail from Dublin in good time, so that an answer can be written on the same day, and returned by the night mail to Dublin?—At all those towns I have named such is the case, except at Carrick-on-Suir. The additional advantage alluded to would be given to Carrick-on-Suir; the other towns all have it.

2239. At what time now does the mail arrive at Carrick-on-Suir?—The day mail now arrives at Carrick-on-Suir 4.35 p. m., and the night mail is dispatched from Carrick-on-Suir at 6.35 p. m., and the interval is not sufficient to enable a person, as a rule, to receive a letter by letter-carrier, to answer it, and to post it, without the payment of an extra stamp, in time for the dispatch of the up night mail. But it will be seen that this extra accommodation to Carrick-on-Suir would be of the most trifling description; and according to the postal sense of accommodation, hardly worth paying anything for.

2240. What is the number of letters, according to your computation, that would receive any extra advantage from the day mail from Waterford, to the Limerick Junction?—Three thousand three hundred and twenty-eight a week.

2241. What would the annual revenue be derived from those?—Nine hundred pounds per annum.

2242. That is the whole revenue derived from the letters which, as far as you can calculate, would have the advantage of which you have spoken, and for which they have this circulation through the kingdom?—That is the whole revenue arising from them to the Post-office.

2243. What would be the increased expense to the Post-office of employing that railway for the slight advantages which you have described?—One thousand and twenty-two pounds.

2244. So that the increased expense only, would absorb more than the whole of the existing revenue from the letters which are likely to be advantaged by that change?—Such would be the case.

2245. When you speak of a revenue of 900*l.*, that is the postage derived from those letters, not merely for passing over that piece of line, but for being conveyed to any part of the United Kingdom to which they may be addressed?—Exactly; that is all the Post-office receive for conveying them from London, say, or from Aberdeen, or any other part of the kingdom, to their destination.

2246. It does not apply to that small piece of line only?—No.

2247. Therefore, the 1,022*l.* would be the expense of that piece of line only, but which would have reference to the revenue derived of 900*l.* for carrying letters from those towns all over the kingdom?—It would not be even the whole expense of that piece of line; it would be the increased expense of conveying the mails over such distance.

2248. How many letters would arrive in Waterford, as far as you know, in a week, by the 3.20 p. m. train?—Three hundred and thirteen letters a week.

2249. *Chairman.*] That is from Limerick?—From Limerick, from Clonmel, from Cork, and from all other towns which would get an increased or an additional communication with Waterford by such a mail.

2250. Of course, in speaking of Waterford, with reference to that day mail, you do not include the London and Dublin correspondence which goes to Waterford by another route altogether?—Certainly not, because the Dublin day mail goes into Waterford at an earlier hour by another train.

2251. Mr. *Wilson.*] How many letters in a week would be advantaged in Clonmel, if the day mail arrived at 2 instead of 3 p. m., for the additional expense we have been referring to?—One thousand two hundred and fifty-five metropolitan letters, or letters from Dublin, and 160 what we call bye-letters, or letters from such towns as Cork and Limerick.

2252. And those would be the letters chiefly that would be advantaged by such a communication?—One hundred and sixty letters would gain an additional daily transit, and 1,255 letters would gain an additional hour in their arrival.

2253. I think you stated to the Committee upon a former day, that you have already accelerated the arrival of the day mail in Clonmel by something like an hour?—We have.

2254. That acceleration which you have found possible with existing means will, under ordinary circumstances, afford ample opportunity for reply by the same evening's post?—Ample.

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2255. Mr. *Liddell.*] Will you explain what you consider to be ample time?—The arrival is at 3 in the afternoon, and the dispatch from Clonmel is at 8.45 p. m.; there are, therefore, five and three-quarters hours for that purpose.

2256. *Chairman.*] At what time is the delivery of that three o'clock arrival?—Immediately after the arrival.

2257. At what time?—It begins at 3.40, and is over at about 5; 3.30 is the proper time for dispatching the carriers. If the mail is heavy, we cannot get out the carriers at the hour fixed; and therefore I have given the Committee, for fear of mistake, the latest hour at which the letter-carriers would leave the post-office for delivery.

2258. Mr. *Wilson.*] There has been a good deal said with regard to the direct daily mail between Waterford and Clonmel, which existed before the present arrangements?—There has.

2259. Would the Post-office be disposed to make a fair arrangement with the railway, to use an existing passenger train for the purpose of giving that accommodation which heretofore existed, if the railway company were disposed to make an arrangement upon such terms as other railways in Ireland do?—The Postmaster-general, no doubt, would be very willing to make such an arrangement.

2260. An arrangement which should not at all disturb the arrangement of the railway company with regard to passengers; the postmaster would not require to have any control with regard to the hour of departure, but he would use the existing train?—Exactly. I may remark that Mr. Page, who is here, is prepared to give evidence to the Committee as to the manner in which such service is paid for on other railways, and will show that work on other railways is done at a very cheap rate, and will probably be able to give an opinion that Post-office work could be done upon this railway at the same rate.

2261. If you were to establish this day mail between the Waterford and the Limerick junction, even at the rate of only 9 *d.* a mile, the cost of which would extend to about 1,000 *l.*, what would be the advantage to the Post-office which you would gain by that expenditure, according to your usual computation of postal receipts and advantages in general?—Looking at a revenue of 900 *l.*, of which 500 *l.* belongs to letters already having the advantage of a day mail, and 400 *l.* belongs to letters which do not have that advantage, we should say that a quarter of the latter sum, that is to say, a quarter of 400 *l.*, and a tenth of 500 *l.*, might be fairly so expended; that would be, on the whole, the sum of 150 *l.* per annum.

2262. Then the Post-office value of the expenditure of 1,000 *l.* would be 150 *l.*?—Exactly so.

2263. It has been stated that an inconvenience has been felt in Waterford, from there being no collection of letters made at the town receiving-office there to fit the dispatch for Clonmel; is that so?—It was so; but it was immediately remedied in consequence of the mention made of it to the Committee. I can explain to the Committee how that arose. The letter-carrier who used to deliver in a part of the town of Waterford in which that office is situated, formerly returned from his delivery at an hour which suited for the conveyance of a bag from the receiving-house to the principal office; the hours of the delivery were altered, and the collection, which had heretofore been provided for by this letter-carrier, was dropped.

2264. Had you any complaints made before you heard them in this room of that inconvenience?—No; and I think I may add that no such complaint reached the Post-office, for search has been made in the Dublin and London offices for any communication upon the subject, and none can be found.

2265. Is it one of those subjects of complaint which would have been immediately remedied if it had been made to you in the usual way?—Certainly.

2266. Sir *S. Northcote.*] Did it not occur to you, when you were making the alteration as to taking the letters from the receiving-box, that it would be an inconvenient arrangement?—The arrangement was not made by me; but I might explain to the Committee that postal arrangements are made up of very many small circumstances, and it will sometimes happen that, in making a large arrangement, some small circumstance will escape attention, and that appears to have been the case in the instance alluded to.

2267. Mr. *Wilson.*] Of course no alteration at first can be perfect, but you make it perfect from time to time, as complaint is made with regard to any inconvenience

venience which is felt?—We endeavour to avoid any such cause of complaint; but such cause does exist sometimes, and then we remedy it.

2268. Mr. *Grogan.*] With regard to that inconvenience as to Waterford, which has been remedied by reason of the evidence given in this room, would it not have been the duty of the local inspector to have inquired into all complaints of the kind which might be made?—No such complaint appears to have been made to the local inspector.

2269. Is there in the local office any registrar of complaints that may be made with regard to this or analogous cases?—If a representation were made to the postmaster of Waterford, he should write to the surveyor of the district.

2270. You heard the evidence here of a gentleman, who stated in positive terms, that representations and complaints of that character were made?—I heard the gentleman say he had spoken to the postmaster of it; as far as my memory serves me that was the only observation he made.

2271. Your opinion is, that the representation was not in the form or manner in which it ought to be, to come formally under the cognisance of the inspector?—No doubt the postmaster should have represented the circumstance to the surveyor, even supposing no one had spoken to him about it; it would have been better had the postmaster of Waterford done so; and if a representation was made to him about it, that would be an additional reason why he should write to the surveyor upon the subject.

2272. How long has that state of things existed?—Since the acceleration of the day mail into Waterford in December last.

2273. Is it only since December that this inconvenience has been suffered?—As I have understood, it was occasioned by the alteration of the hour of the delivery of the day mail; and if so, it can only have taken place since December.

2274. *Chairman.*] Does the surveyor or inspector, or whoever is the officer who visits these districts, pay periodical visits to see how matters go on?—He pays many casual visits; I cannot say periodical, because he does not go at fixed periods; he is there from time to time, as circumstances require.

2275. Is there any officer of the Post-office whose duty it is, when a material alteration takes place in the arrival or dispatch of a mail, to see how it will operate upon certain services of the Post-office?—Certainly.

2276. Who is that officer?—The surveyor of the district, who at that time was Mr. Drought, who has since left the service; but as it may be that in saying that, I may seem to impute some blame to him, I should wish it to be stated that it is all but impossible for a surveyor in first carrying out any large arrangement to avoid some small inconvenience in some towns affected by it.

2277. Mr. *Barrow.*] Are not the inspector's visits made at uncertain times, so far as the Post-office are concerned?—Yes.

2278. Have the inhabitants of the districts in general any means of knowing when his visits may be expected, in order to make those slight complaints personally, instead of going through the ceremony of an application to the post-office in London?—No; there is no means by which they could do so; if a gentleman makes a complaint and a surveyor intends to visit a post-office in consequence of that complaint, it is usual for the surveyor to give the complainant notice of his visit.

2279. That would be in the case of a formal complaint being transmitted to London, and then being transmitted into the country to be inquired into; but my question went rather to this, whether, if a complaint were made to the postmaster of such a thing as the neglect of this receiving-house, it would not be his business to inform the complainant when the inspector arrived, in order that he might have an opportunity of stating the complaint to the surveyor?—We are rather anxious that the postmaster should not know in any case of the intended visit of the surveyor.

2280. But should not the postmaster, when he knows the inspector is in the place, communicate to the person making the complaint, in order that he should have an opportunity of seeing the inspector?—I am afraid that we should be overdone with complaints in that case; we would rather avoid them.

2281. Mr. *Grogan.*] Has the local postmaster any authority of his own to remedy complaints?—He could not remedy a complaint by any measure requiring an outlay of expenditure, nor could the surveyor remedy such complaint himself; no expenditure can be authorised except by the sanction of the Postmaster-general.

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2282. What additional expenditure has been incurred to the Post-office by reason of the alteration which you have made since this inquiry?—Two shillings and threepence a week.

2283. It cost 2*s.* 3*d.* a week additional to collect that bag?—Yes.

2284. Will you state what letters would be accelerated, and where their general destination is, so far as you know by reason of collecting that bag?—The letters posted in that portion of the city of Waterford in which the office is situated, addressed to Cork or to Limerick or to Clonmel, will be accelerated.

2285. But accelerated to what degree?—They will be accelerated by different degrees, according to the town to which they are addressed.

2286. Take Clonmel?—A letter for Clonmel would reach that town at 8.25 p.m. on a Monday, instead of 3 p. m. on Tuesday.

2287. That is somewhere about 18 hours?—Exactly.

2288. Take Carrick-on-Suir?—A letter for Carrick-on-Suir would be accelerated, you may say, 24 hours.

2289. Then in fact, along the whole line that the mail travels, by this alteration a very considerable acceleration will take place in the letters?—A very considerable acceleration will take place to a very inconsiderable number of letters. Before completing my evidence upon this question, as the matter has been gone into so largely, I should explain that it is a matter of some doubt as to whether the town of Waterford was at all entitled to a receiving office in this locality; the number of letters was hardly held sufficient to authorise this expenditure when it was first established, and of course any increased expense would be so far an increased argument against its establishment.

2290. Previous to the establishment of this district or town receiving office in Waterford, I presume the matters you are now speaking of were duly considered by the Post-office authorities?—The office was established at my instance some years ago, and it was only barely possible then to establish it according to the rules of the department.

2291. However, it was possible to establish it under the authority of the rules of the Post-office, and it was established?—It was so established with two collections of letters daily; it still had two collections of letters daily when this Committee began to sit, so that, in fact, the amount of accommodation originally intended was still given; but as circumstances, and the delivery of the town, unconnected with the office itself, put that portion of the town to a certain amount of inconvenience, we have now given a third collection at an increased expense.

2292. When this office was originally established, of course the Post-office, by the establishment, undertook to afford the parties who might make use of that office, all the accommodation and facility which the Post-office were capable of affording them?—By no means.

2293. What did they undertake to afford them?—They undertook to afford them the means of sending their letters to the principal office at certain hours of the day without trouble to themselves, but they did not undertake to convey letters to the principal office at all hours of the day.

2294. Mr. *Wilson.*] Two deliveries were intended?—Two collections.

2295. Mr. *Grogan.*] When was this receiving office originally established?—I should think in 1848, but I speak with doubt.

2296. Can you describe what, at that time, was the dispatch of the mails from Waterford to Limerick?—The posts in the south of Ireland were very fluctuating just at that period, and I cannot undertake to give the exact hour of the dispatch from Waterford to Limerick when that office was first opened.

2297. However, when that office was established, would letters put into that office be conveyed to the head office in time for the dispatch, under ordinary circumstances of the mail going to Limerick and Cork?—They would.

2298. By subsequent arrangement, accelerating the time of the dispatch of this mail at half-past four, this particular office was thrown out of time in fact?—It was not thrown out of time by that alteration, because, as I have already explained, an arrangement was made for bringing in those letters by a letter-carrier up to a short time since.

2299. And it was that alteration in the arrangement of the letter-carrier that threw them out?—It was that new arrangement of the letter-carrier that threw them out. I have already explained to the Committee that it was accidental, and that the Post-office has to take to itself a certain amount of blame in the matter,

matter, but I think the blame is very small. The officer to whom the blame, if any, is to be attached is not now in the office; but I think if you had the conduct of the postal arrangements yourself, you could hardly escape some small oversight occasionally. I am able to give the Committee evidence upon all such cases, and am prepared to show to the Committee that the great majority of cases of imputed mal-administration of the Post-office which have created so much astonishment, are perfectly erroneous; there are some few cases in which the inquiry before the Committee has shown to us what we acknowledge to be omissions, and those we have immediately remedied.

2300. In the particular case under inquiry, the Post-office authorities are satisfied that the parties in Waterford had a just ground of complaint; and on being satisfied they took steps to remedy the grievance?—Exactly.

2301. Mr. *Wilson.*] Had the parties ever complained to the Post-office of that grievance, or were you aware of it before you heard of it in this room?—Not before.

2302. You never heard of it before?—I never heard of it before; I have made search for record of the complaint, and can find none, either in Dublin or in London.

2303. Mr. *Grogan.*] At present you pay the Limerick and Waterford Railway for the transmission of letters by the day mail from the junction to Limerick, 9*d.* a mile?—One shilling a mile. Mr. Page will give you evidence by-and-bye, much better than I can, upon the subject of the present payment to the railways, because they are all under his control.

2304. Have any propositions ever been made by the Post-office authorities to the railway directors for sending a mail by all their trains at the same rate?—I am prepared to give any evidence with reference to benefit or injury which may accrue to towns situate on the lines of railway by the use of railways; but I think if you ask Mr. Page with reference to railway companies, he can give you better evidence than I can.

2305. You stated that the number of letters which could be transmitted from Limerick to Waterford by the establishment of a direct mail by a railway would, according to your estimate, come to about 900*l.* a year?—I have said that the letters that would be conveyed by the line would give an income of 900*l.* a year.

2306. And you have estimated the increased expense at something over 1,000*l.*?—£. 1,022.

2307. Have you any doubt, that if increased facilities of writing by means of that day mail were afforded between Limerick, Cork, and Waterford, the letters would very considerably increase in number?—It is our axiom that all increased accommodation increases the number of letters, and therefore I will not say that such would not be the case in the present instance; but the increased accommodation would be so very small as to lead us to think there would be a very small increase in the number of letters.

2308. Take the first town, Tipperary; the increased accommodation, in point of arrival, would be half an hour?—Half an hour.

2309. And the increased accommodation, as to the dispatch, half an hour also?—Yes.

2310. What are the present hours of arrival and dispatch?—The present arrival is one, and the dispatch is 12.

2311. Is that 12 at noon?—Twelve at noon and 1 p.m. One p.m. is the arrival, and 12 at noon the dispatch; there is one hour interval between the two, the dispatch taking place first. If the Committee will look at the railway, and will observe that the up and down trains cross at the junction, they will see that the dispatch from Tipperary will take place a little time before the arrival at Tipperary.

2312. Then the letters at present arrive at such a time as to leave the parties 23 hours without an opportunity of answering?—No; they arrive at one, but there is a night mail out of Tipperary; the answers may be dispatched by the night mail.

2313. Take the next town, Cahir, what is the present time of arrival and of dispatch?—The present arrival is at 2.50 p.m., and the dispatch 10.20 a.m.

2314. Mr. *F. Scully.*] Does that go by railway?—At present the mail goes by mail car from Goold's Cross to Cahir.

2315. Mr. *Grogan.*] At what time can a letter, arriving by the morning dispatch, be answered?—The arrival being at 2.50 p.m., an answer can be dispatched by the night mail at 8.45 p. m.

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2316. What time would be gained by the arrival in Cahir by the day mail?—The arrival would be 1.45.

2317. To your knowledge, are there any banks at Cahir?—Yes, I believe there is a bank at Cahir.

2318. Letters arriving now at 2.50, which is 10 minutes before the banks close, is it possible to transact any banking business to which those letters may give occasion?—I do not know anything about banking business, but I have no doubt that banking business is done in consequence of the arrival of those letters. If I go to the bank, not being a customer, they will not do any business with me after three o'clock; but if I am a customer, they will do so, I have no doubt.

2319. Do you know that of your own knowledge?—I do not know it from experience at Cahir, but I have done business with banks at other places after three o'clock.

2320. If a mail arrives at 2.50 in Cahir, is there a delivery on the arrival of that mail?—There is.

2321. At what time will that delivery be completed?—About four.

2322. Mr. *Wilson.*] What amount of time do you say the mail would be accelerated?—It would arrive at 1.45.

2323. At what time would the delivery be completed?—About three.

2324. Consequently quite too late to do any business with the banks, if they close at three?—I should say that all banks send for their letters; they do not get them by the letter-carriers. Shopkeepers could not get their letters in time to do business with the banks in either one case or the other.

2325. Mr. *Grogan.*] By the new arrangement the letters would arrive, I understand you, in Cahir at 1.45?—Yes.

2326. And the delivery would be completed, according to your view, about three?—You may say three; I am not prepared to say positively whether it would be a quarter before or a quarter after.

2327. What possible difficulty would exist with shopkeepers or merchants, who receive their letters in the earlier part of that delivery, in reference to their transacting banking business that day?—That depends upon the exact part of the town in which the merchant lives, and also upon what his banking business consists of. I presume a merchant has something to do after he gets his letters, before he goes to the bank.

2328. I assume a merchant receiving his letter by the quarter to two delivery, and that he has business to transact with the bank, would there be any difficulty whatever in his transacting that business before the bank closes?—Perhaps if I should say that a merchant getting his letters delivered to him at half-past two could walk into the bank before three, I should say all that I am called upon to say.

2329. Could he do that by possibility under the present system?—He could not.

2330. Then that would be a decided gain to the mercantile community?—I think we have acknowledged all through that Cahir would get a decided gain.

2331. Take Clonmel, what would be the difference in arrival at Clonmel?—The present arrival is three; the arrival would be two.

2332. Of course the same observation with regard to affording facilities applies there as in the previous case?—Yes.

2333. Take Carrick-on-Suir?—At Carrick-on-Suir the arrival would be 2.45 p.m. instead of 4.35.

2334. That would hardly afford any banking facilities?—No; perhaps if you took the hour at the middle of the delivery it would be fair; it depends upon the nature of the town and the part in which the person lives; in some cases it would take 20 minutes, in some 30, and in some 40 to get out the letter-carriers.

2335. Can you state to the Committee the gain of accommodation that would arise to the merchants in any of those towns respectively by the later dispatch?—The later dispatch of the day mail is not nearly so important as the earlier arrival of it; Tipperary would gain half an hour in the dispatch, Cahir would gain an hour and 20 minutes, Clonmel would gain 50 minutes, and Carrick-on-Suir would gain 2 hours 45 minutes; but in no case would the dispatch be at so late an hour as to enable business men, as a rule, to do their business and write their letters before the dispatch. There was very clear evidence given here by a gentleman connected with the city of Waterford, Mr. Alexander I think, who told

told us that a somewhat later dispatch by the day mail from the town was not of any material use to men of business, and such is the experience which we have at the Post-office.

2336. Assuming I am a resident in Clonmel, for instance, if I receive a letter by your present system conveying half-notes, or bills of exchange, or anything else to me, would it be possible for me to transact business with the banker, and to send an answer by the day mail?—I presume you mean by the night mail you receive the letter.

2337. No, I confine my question to the day mail?—I presume the question refers to arrival by the night mail and dispatch by the day mail.

2338. No; I assume I am a resident in Clonmel, and that I receive a letter by your present day mail containing half-notes, bankers' cheques, or anything else; can I send an acknowledgment of that letter to my correspondent in Limerick by the return day mail?—You can do it by the next day's day mail.

2339. What is the interval of time?—The Honourable Member asks with reference to the day mail; the answer would go by the night mail. We have already seen that the interval would be from 3 p.m. to 8.45 p.m., reaching Limerick in the middle of the night.

2340. Would a letter dispatched in the way I have just described go by Dublin?—No.

2341. It goes straight on?—Yes.

2342. It reaches Limerick about 12 o'clock at night?—It reaches Limerick at three o'clock in the morning.

2343. If the system which has been suggested of the use of the day mail along the line were established, would not there be time to acknowledge the receipt of that letter by the return day mail?—No, certainly not; because the dispatch of the day mail would be before the arrival of the day mail; in any case, a glance at the map will show that if the trains should all meet at the junction, the train going away from Clonmel must necessarily leave Clonmel before the train arrives at the junction.

2344. Mr. *F. Scully.*] At what hour does the day mail leave Clonmel?—10.10.

2345. At what hour would it leave if you took advantage of the railway?—At 11.

2346. At what hour do the banks and houses of business open in the morning?—They are not very early people in Clonmel.

2347. At what hour do the banks open?—Ten, I believe.

2348. Would they not gain very nearly an hour for answering their letters by that arrangement?—They would gain 50 minutes in dispatching their letters.

2349. In answering the letters received by the night mail?—I will not admit that they would gain 50 minutes in answering their letters, because, as a rule, that mail would not be used for answering letters. It would be in the power of the banks to answer them now, because bankers get their letters before 10, but they do not open their houses of business before 10; it would give 50 minutes additional time for the dispatch.

2350. Would it not also give some additional security to the carriage of those letters as compared with the one-horse car which goes to Goold's Cross now?—I cannot say that there would be any additional security to a mail which is secure now.

2351. Do you think the one-horse car to Goold's Cross is always secure?—I do.

2352. Are you aware of the breaks down and the injury which has been sustained during the last year by that one-horse car to Goold's Cross?—I heard in this room that the driver had got drunk once.

2353. Have you not heard of the losses of the bags?—No; and I think that every witness who was asked a question on that subject said that he could give no instance at all of a lost letter; every witness who was asked said he knew no instance of letters having been lost.

2354. Did you hear Mr. Wilson Kennedy's evidence upon that subject?—Yes.

2355. Did he not state that the bags were found in a field upon one occasion, and on another occasion the boy driving the car tumbled off, and the bags were found in a ditch, and the horse and car were stopped by the police on the road; can you contradict that?—I cannot contradict it; I did not understand that there were two occasions; I thought he named one.

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2356. That occurred within the last 12 months?—I do not think he stated that it was within the last 12 months.

2357. Did he not also state that constant delays occurred; that the arrivals were always an hour after the time fixed by the Post-office?—I do not think he stated so; but if he did say it, he stated that which was not the fact; however, he might have also stated that during the snow last year, the line from Mallow to Cork was so stopped with snow that the train could not be got through; but I should not therefore say that the railway was an insecure mode of conveying letters.

2358. Sir *S. Northcote.*] Would you put that as a parallel case to the two cases which were instanced of the post-boy getting drunk, and the letters being found in a field, and the car going away and being stopped by the police?—Perhaps, if I were to instance a case in which some portion of the railway engine broke, and stopped the conveyance of the mail, it might be more parallel to that of the driver being drunk.

2359. Mr. *F. Scully.*] Can Mr. Page give the Committee information as to those cases stated by Mr. Kennedy?—No; Mr. Page can give you no information as to one-horse cars.

2360. Was any report made to the Post-office at the time?—There is a report made every day by means of the time-bill.

2361. Who was the surveyor at that period?—Mr. Kendrick.

2362. As to delays in the arrivals of the mails in Clonmel by the one-horse car, has the surveyor of the district any knowledge or information; is there any report made to him by the postmaster in the town as to the hours of arrival?—There is a daily time-bill; every mail-car carries a time-bill, which is sent to the surveyor.

2363. Have you seen the time-bill within the last 12 months relative to Clonmel?—I have not.

2364. Then you can give no information upon the subject of the arrival of that car?—Of my own knowledge I can state that the surveyor of the district represents the arrival of those cars in Clonmel to be regular.

2365. Have you seen that in writing from him?—I saw it in writing yesterday.

2366. Have you got the exact hours of the arrival of those cars in Clonmel?—No.

2367. During the six winter months, from November to May?—When I am speaking of the punctual arrival, I am speaking of the present time, and the months immediately previous to the present time; I cannot say but what those arrivals during the snow and the frost were irregular: probably they were so.

2368. I am speaking of other months besides the months in which the snow and frost occurred; of the six months between last November and last May; what was the arrival of those cars during that period?—I cannot give any detailed account of the arrivals, but it is represented to me that as a rule the arrivals are regular. The car is worked by the best mail-car contractor we have, Mr. Bianconi; and as a rule his mail-cars are regularly worked.

2369. Mr. *Grogan.*] You spoke of the punctual arrival of those mail-cars, and stated that you saw a report from Mr. Kendrick to that effect; over what period of time does the word "punctual" extend?—From the time when last winter's snow and frost ceased to impede the mails; but I cannot give answers which will be accurate in all such details.

2370. But you undertook in the first instance to give the Committee answers to all those points?—Not at all; I can give general evidence, but not as to such minute details.

2371. You will recollect that when you first came forward here, I asked you the question whether you could give the Committee this information, not having been for some years in charge of this district; Mr. Kendrick being the surveyor?—Mr. Kendrick could not give you the information you now ask, nor any other one person whom you can name.

2372. But there would be no difficulty in giving a return of the arrivals from the records in the Post-office?—A return of the arrivals of the mail-car at Clonmel over a long period of time could not be given.

2373. Why not?—Because the time-bills are not kept; they are used for such purpose as is necessary arising from them, and when that is done they are destroyed.

2374. Mr.

2374. Mr. *F. Scully.*] Returns were made to the House of Commons, and questions were answered by the Honourable Member near me, as to the arrival of certain mails at certain times in Dublin and London; if those could be given, I want to know why they could not be given with respect to the arrivals at Clonmel?—Because the branch mails are much more numerous than the direct mails; of course it is easy to keep a small number of time-bills which refer to large and heavy mails a longer time than it is those more numerous, but less important time-bills, with regard to light branch mails.

2375. Mr. *Wilson.*] How long are the smaller time-bills kept which refer to Clonmel, for instance?—They are destroyed immediately after they are examined, unless in cases in which the contractor seems to be doing his work badly; in which case they are preserved as evidence against the contractor, that it is necessary either to take the contract from him or to punish him.

2376. Mr. *F. Scully.*] Are they not kept as evidence in the case of complaints as to the non-arrival of those mails in proper time?—No, certainly not.

2377. Then there is no evidence whether those complaints were founded in truth or not?—If the complaints were made at the time the inconvenience was felt, all the information required could be given; but if I were to be asked as to the arrival of the branch mails in England or Ireland during the course of last year, though I might explain any irregularity which had occurred, I could not give the exact hours of arrival.

2378. I will call your attention to one answer of Mr. Kennedy's; he stated that the arrival of the Dublin day mail in Clonmel from Goold's Cross was at ten minutes before four, he says, "During the winter I generally received my letters at half-past five or six o'clock in the evening." I want to know if the mail had arrived punctually at four o'clock, would not the letters have been delivered long before that hour?—No, that depends very much upon Mr. Kennedy's residence; if the hour of arrival were at four, and the letter-carriers were dispatched at half-past four, certainly the delivery would not be finished at half-past five.

2379. Do not you know that Mr. Kennedy lives in one of the principal streets in Clonmel?—I do not know where he lives; but you allude to the arrival of the letters at Clonmel at four, and Mr. Kennedy, I understand, said he did not generally get his letters till half-past five; that would be in the natural course of things.

2380. He stated the time varied very much, and that they were very irregular in their arrival in Clonmel; you say the arrival was regular?—I do not know whether you are alluding to the day mail or the night mail.

2381. The day mail I speak of, arriving at Clonmel?—Taking Mr. Kennedy's evidence, I should say that the arrivals at the time to which he alludes appear to have been regular.

2382. But you give the Committee no evidence as to whether they were regular or irregular. You can afford no information, except that one statement; you can give the Committee no facts within your own knowledge to prove it?—I can give no statement of the absolute arrivals during the last winter of the day and night mails at Clonmel; it will be easily seen, that if I am expected to do it of Clonmel, I must be expected to do it of hundreds of towns situated in the the different counties to which this inquiry goes; the amount of evidence I should be expected to give would be very voluminous, and more than can be reasonably looked for.

2383. Are there a hundred such towns in the district, or 50 towns in Ireland, the size of Clonmel?—No, not of the size of Clonmel.

2384. Is not Clonmel one of the first inland towns in Ireland?—Certainly it is one of the first inland towns in Ireland; but if I am expected to give these details as regards Clonmel, I should be, I presume, expected to give them as to other towns so circumstanced. Another Honourable Member for some other county than Tipperary might think that the towns of his county were equally deserving of importance with Clonmel.

2385. Are you aware of the extent of trade and business done in Clonmel, or are you aware of any other inland town in Ireland which does the same amount of business?—I should be sorry to say that it was not so; although Clonmel is a good town, I think Kilkenny is as good.

2386. Sir *S. Northcote.*] You say the time-bills are destroyed as soon as they are examined; by whom are they examined, and when?—The time-bills are sent

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to the surveyor, either daily or weekly, according to his discretion; they are then examined by one of his clerks, and, in the event of its being necessary to take any notice of a time-bill in consequence of lost time or irregularity of service, it comes before the surveyor himself; in the event of there being no such necessity, the time-bills are destroyed immediately after their examination.

2387. Is every instance of irregularity brought before the surveyor, or does the clerk merely bring those which appear to be very striking?—The clerk uses some discretion; different surveyors may have different rules; one surveyor may have a clerk who may be as good or a better officer than himself, and another may have a clerk whom he may not be able to trust so well; of course, all those circumstances must depend upon the chance arrangement of the district.

2388. Are you not aware that the people of a district are not likely to complain to the surveyor until irregularities have been going on for some time?—I cannot say that I am aware of that; I am aware of quite the contrary; I am, moreover, aware that more complaints will be made in the case of one late arrival of a regular car than in the case of a late arrival of an irregular car; if a car is daily late half an hour, no complaint will be made; but if a car keeps its time regularly for a month, and then is late half an hour, a complaint will be made.

2389. Then supposing a car is generally performing its work irregularly, it is not probable that you will have either complaints or records of that irregularity?—We have complaints of irregularity, and we notice them, but it does not necessarily give rise to complaints from the public.

2390. Are you aware whether there are records of the irregularity in this particular case?—I am aware that the surveyor has reported to the Post-office in London that the work is regularly done.

2391. Do you suppose that to arise from the car being really regular that no isolated complaints are made, or from its being so irregular that there are no complaints made, the parties being used to it?—Not at all: I think the Honourable Member makes a very unfair deduction. I have spoken of irregularity complained of by the public, but the irregularity is noticed by the surveyor, even though it is not complained of by the public; it sometimes occurs that a car may be irregular, and that the surveyor has not the means, nor have the Post-office the means, of stopping the irregularity at once. If we were to discontinue the use of that contractor immediately, we could not, at the moment, provide for the conveyance of the mails at all; we are obliged to give notice to quit, and, during the interval, we have no means of exacting regularity, and therefore there may be long instances of irregularity.

2392. Mr. *Liddell.*] I presume similar time-bills are received from the railway companies which convey the mails by the surveyor?—No; the mails carried by railways are, as a rule, accompanied by mail-guards, and the time-bills for such mails are filled up by the mail-guards, and are sent to the comptroller of mails, Mr. Page, who is now here. They are kept longer than the district time-bills.

2393. Are we to understand that the railway time-bills are not sent to the local inspector at all?—They are not.

2394. In no part of Ireland that you are acquainted with?—There are some cases in my own district, in which railways carry mails, the time-bills of which are sent to the local surveyor, but as a rule they go to Mr. Page, the comptroller of mails.

2395. Is that rule also observed in England?—I believe the rules to be precisely the same in England as in Ireland.

2396. Mr. *Barrow.*] You said that the complaint of the public might only be made when an irregularity occurred in a regular conveyance. Am I to understand that it would be the duty of the surveyor, supposing a car to be too late by half an hour for a month together, to report it?—It would be the duty of the surveyor to act upon it.

2397. Both to report it and to act upon it?—He would report it when he found it perfectly impracticable to remedy it, because he would call for the Postmaster-general's sanction for putting an end to the contract; the contract is between the contractor and the surveyor, and not between the contractor and the Postmaster-general.

2398. I understand you also to say that you have no remedy in case of neglect by the contractor, but a change of contract; I take it for granted that the contractor is under terms of engagement by which you can punish him?—

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The contractor is under a contract, and in that contract there is a penalty clause, but the penalty clause does not enable a servant of the post-office to make the contractor buy a new horse, or to buy a new car, or to furnish a new driver.

2399. Sir *S. Northcote.*] But does not it enable them to fine him for being late?—Practically speaking, we find we cannot fine the contractor.

2400. Mr. *Wilson.*] It would be a matter of considerable time?—It would be a matter of considerable time, and the delay would be going on all the time; we occasionally send the mails by express, and then deduct the cost of such express from the contractor, and so far we do fine him.

2401. *Chairman.*] Has not the Post-office also the power of inflicting a penalty by withholding payment?—We have the power in certain circumstances of withholding payment, but we are unwilling to do it, if we can help it.

2402. Is not that better than going to law with the contractor?—We do not go to law with the contractor.

2403. Then the public are left to be inconvenienced because you will not go to law with the contractor and enforce the contract?—Not so; the matter has been fully gone into; generally speaking, such delays as those alluded to arise from poverty on the part of the contractor, and any stoppage of the sum due to the contractor would not remedy that evil.

2404. Do not you understand that that is one of the very grounds of our complaint, that the Post-office conducts the public service by means of such poor conveyances that the public are greatly inconvenienced; it now appears from your answer that the poverty of the contractor is the reason why you do not enforce the contract and obtain an efficient service?—Mail contractors are equally subject to bankruptcy and loss as other tradesmen, and perhaps more so than any other kind of tradesmen, and in dealing with our contractors we can only deal with them as we would with other tradesmen.

2405. Mr. *F. Scully.*] Would not this difficulty be obviated entirely by the use of the railway?—Certainly not.

2406. Have you ever heard of a railway company becoming bankrupt, or your not being able to compel them to keep their time?—No; but railway companies are not running on the lines to which the Committee are alluding.

2407. Are there not railway trains running direct from those towns of which you are speaking, that is between Clonmel and the junction every day?—There are.

2408. Running at about the same hours, arriving at Clonmel at two, the car arriving at three?—There are.

2409. Is it right, or just, or proper that they should be carried by a one-horse car, as you may say, running alongside the train every day?—Certainly; I think it is right, and just, and proper. I do not think we can undertake to convey mails by the best means of conveyance, irrespective of expense; I think very often rather than convey them by train it would be better not to convey them at all.

2410. Are you aware that in answer to a question put by an Honourable Member of the House to the Noble Lord at the head of the Government, he stated "that the collection of revenue by the Post-office was rather incidental than an essential function, and that the Post-office was an administrative department of the Government, rather than one for the collection of revenue. It was the opinion of those who had most studied the matter that the main object of the Post-office was, not to collect revenue, but to effect an easy, ready, and cheap transmission for correspondence for the convenience of the public, and the promotion of the commercial interests of the country"?—Yes, I certainly read it with a great deal of pleasure.

2411. Is it carrying out that principle, that while you have railway trains running direct between different towns, as you have here, you use a one-horse car, which is not only insecure, but continually subject to delays, and is it not a great injustice to the public in not giving them advantage of the most available means of conveyance?—I cannot see anything in the principle laid down by the Prime Minister, which would justify the Postmaster-general in conveying mails at a cost greater than the whole revenue to be derived from them, and thereby make it necessary to call upon the House of Commons for a subsidy to pay the additional expense.

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2412. The receipts would not very nearly make up the expense in this case?—No, I think not; I think it has been shown that the use of the railway from Waterford to Limerick would consume all the surplus revenue of the Post-office in the south of Ireland.

2413. I am speaking of the day mail?—The day mail would do its part of that consumption.

2414. In case of the employment of the train for the day mail, I think you stated in a former part of your evidence that the additional accommodation would increase the revenue to about 900 *l.* a year?—No; I stated that the whole existing revenue, from letters which would be conveyed, is 900 *l.* a year, and that the additional expense, not the whole expense, nor perhaps by far the greater part of conveying those letters, but the additional expense of conveying them, would be 1,022 *l.* over and above the present cost.

2415. Mr. *Wilson.*] Is it not the case, that the whole of the postage obtained from letters which would travel over that line is 900 *l.* a year?—Yes.

2416. And that the additional cost to that which is now expended upon that line, if the railway were used, would be 1,022 *l.* a year?—Yes.

2417. So that the additional cost, to say nothing of the present cost, would absorb more than the whole revenue of the line?—Yes, that is so.

2418. Mr. *F. Scully.*] Are you speaking of the night mails, or the day mails?—The day mails.

2419. You make no allowance for the increase of letters?—No.

2420. Are you speaking of the towns of Carrick-on-Suir, Clonmel, Tipperary, Cahir, and Limerick?—Limerick already has its mail; there would be a certain amount of advantage to the town of Limerick; 42 letters would be accelerated, giving a revenue of 11 *l.*

2421. What is the expense to the Post-office for the carriage of those day mails at present between those towns?—Which towns, Limerick?

2422. On the line between Limerick and Waterford?—£. 668 is paid for the conveyance of the day mail from the Limerick Junction to Limerick.

2423. Mr. *Wilson.*] What the Committee wish to know is, what is the existing expense of conveying those letters represented by a revenue of 900*l.* a year, upon which an increase of 1,022*l.* would take place by the use of the railway?—It is quite impossible to state that; for instance, 42 of those letters going into Limerick are now conveyed into Limerick by trains running at night, and it would be quite impossible for me to say how much of that sum of 4*s.* 6*d.* a single mile, which is paid for the use of the night mail train, should be appropriated to those special 42 letters.

2424. Mr. *F. Scully.*] Then, as to the expense, you can give no actual estimate; you merely take 900 *l.* a year as the revenue?—I can give a statement of the letters which would be conveyed, but cannot state the present expense of conveying them. Take, for instance, a letter going from Cork to Clonmel at present, and which now travels by a night mail train as far as Goold's Cross, that letter would be conveyed by some other conveyance; thus I might state what would be the increased cost of conveyance, but I cannot possibly state the present cost of conveyance.

2425. You cannot state the increased number of letters which would be conveyed by that new route?—No, that it is impossible to state.

2426. Mr. *Grogan.*] Has any inquiry taken place, upon the part of the Post-office, with reference to the circumstance of the mail bags being lost from the car?—I have no doubt such inquiry was made.

2427. Do you know it?—No.

2428. Is there any record of it?—Undoubtedly there is.

2429. Did the letter from Mr. Kendrick, which you say spoke of the punctuality of delivery by this particular car, refer in any manner whatsoever to the occasion of which I am speaking?—Not at all; if it had been understood that the Committee would make inquiry into any one special case of delay in the delivery of any of the mails in the south of Ireland, care would have been taken to provide the means of answering such questions. It was imagined that the inquiries were to be confined to the best modes of serving the towns, or of improving the present means of serving the towns, and that no inquiry would be considered necessary into any one special act of delay upon the part of the Post-office.

2430. What

2430. What did you conceive was the object of appointing this Committee?—To improve the conveyance of the mails in the south of Ireland.

2431. In order to improve them, is it not necessary to ascertain the individual grievances of towns?—Certainly it may be, and I have no doubt that the mail from Goold's Cross to Clonmel was delayed; if the witness said so, I do not contradict it.

2432. Do you know, of your own knowledge, that any inquiry has taken place into the circumstance of the loss of the mails from the car?—I know that such a thing could not possibly take place without an inquiry being made.

2433. But you do not know, of your own knowledge, that such an inquiry has been made?—It would be impossible that I could know it.

2434. Mr. *Wilson.*] Would that inquiry be made by means of correspondence, and, if so, would there be any written evidence or record of the inquiry?—I have no doubt such written evidence exists; it depends entirely upon what was the nature of the complaint.

2435. Then it can be produced?—If the delay arose, as I had imagined, from the drunkenness of the driver, the probability would be that Mr. Kendrick would require Mr. Bianconi to dismiss the driver, and put another on.

2436. Mr. *F. Scully.*] Are you aware of any evidence given in this inquiry to the effect that the driver was drunk?—No, I am not. I think it was said that the driver fell off his car.

2437. Mr. *Grogan.*] Could it possibly occur that the mail bags should be lost from the car under any circumstances whatever without the fact being reported to the Post-office?—I should say perfectly impossible.

2438. And if reported, your impression is that it would be inquired into?—I should say so.

2439. Would there be any possibility of putting before this Committee the particulars of the inquiry and the result?—The surveyor may have gone to Clonmel about it immediately on hearing that the bags had been lost, and have personally seen Mr. Bianconi or his agent there, discovered the cause, and applied an immediate remedy; there would, in that case, be no letter to show it at all; no correspondence would take place.

2440. Mr. *Wilson.*] Who was the surveyor at the time?—Mr. Kendrick.

2441. Mr. *Grogan.*] In fact, there is no record of which you are aware, of any inquiry and decision by the Post-office relative to this particular occasion?—Not that I am aware of.

2442. Are you aware of any evidence relative to the mails being lost at the time of the snow?—I am aware of many delays. I have not heard any evidence of the loss of the mails during the snow.

2443. Have you heard evidence given of mail-bags having been brought in by country people to the post-office, or by the police to the post-office, which had been found in a field during the snow?—I cannot say that I have; I will not say that I have not; but I do not recollect the circumstance. I remember Mr. Heard, who was a member of the House, giving evidence, but it does not appear to me that either of the instances referred to, as regarding Clonmel, especially alludes to snow. I was not aware that inquiry would be made into any special case of delay. As a general rule I have expressed my opinion, that I believe mail-carts to be secure. I have had many years' experience of them, and I think so still.

2444. Are you aware that the subject of the loss of these bags was brought under the notice of the Honourable Member for Westbury by a Member of the House of Commons?—No, I am not aware of it; nor would it be natural that I should be aware of it.

2445. If any complaint went before the Post-office authorities here respecting the non-delivery of those mails in time, or the security of the mode of conveyance by those cars, to whom would that be referred?—To the surveyor of the district.

2446. Were you surveyor of the district in August 1853?—No; I was never surveyor of the district; I was assistant in the district.

2447. Who was surveyor of the district in which Clonmel is situate in August 1853?—There have been some changes in the limits of the districts lately; Clonmel is in Mr. Kendrick's district, but I think Clonmel was in Mr. Drought's district in August 1853. I am not positive. There are three districts in Ireland now

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now where there were four; there have been changes. I think at that time Clonmel was in Mr. Kendrick's district.

2448. In August 1853 the subject was brought under the notice of the Post-office by myself in a letter addressed to the Honourable Member near me, in which I stated continual complaints had been made of the mode of conveying the mails between Clonmel, Cahir, Cashel and Goold's Cross. "Accidents are continually occurring, and not long since the mail-bags were lost in Cashel"?—There is one case substantiated during the last two years; that other case was before 1853.

2449. Before August 1853?—We may assume there has been one case during the last year.

2450. Several cases have occurred since August 1853?—That case to which you brought the attention of the Postmaster-general was one of those cases to which Mr. Kennedy alluded.

2451. No; it was a similar case to that. In that mode of conveyance by one-horse car, without any passengers upon it, what is more likely to happen than the driver going to sleep in the way mentioned by Mr. Kennedy; and is not that therefore a great objection to that mode of conveyance?—It is not very likely to happen. I do not deny those circumstances to which you allude, but I have had very great experience in those mail cars for many years, and I have very seldom found any complaints of that kind made.

2452. Mr. *Wilson.*] How long have you been deputy surveyor, or surveyor, in Ireland?—Since 1841.

2453. In your districts had you a great number of those one-horse cars running?—A great number.

2454. In your whole experience, can you call to recollection any instances where mails were lost from those one-horse cars?—In my whole experience, I can speak of two instances only.

2455. Since 1841?—Since 1841.

2456. In those instances, was there any loss or inconvenience beyond the delay which occurred?—In those two instances I think there was.

2457. Loss?—I think in both those cases the car was robbed; in one of the cases I think no property was taken away; and in the other case I think a ring was stolen and brought back again.

2458. You say a ring was stolen and brought back again?—To the best of my remembrance of the case, a man was tried for stealing the ring, and I think the ring was obtained afterwards; I believe that was the case.

2459. Mr. *Barrow.*] When you talk about the loss of the bags, you mean only a temporary loss, and not a permanent loss?—I was asked whether I remembered any case of absolute loss; in the case I speak of, the mails were opened, but I could give cases of the same description with reference to mail coaches, and I remember also some cases of property being stolen from railways in the same way; it is fair in taking evidence of this sort to make a parallel between the two things.

2460. Mr. *Grogan.*] Confining your attention to the question just put by Mr. Wilson, in answer to which you observed, that there were two cases of mails being lost, are there in your knowledge any instances in which the mail-bags have fallen from the car in the manner described between Goold's Cross and Clonmel; not actually lost, because they were afterwards regained; but in which they were out of the possession of the guard or officer of the Post-office in charge of them?—I have known cases in which guards have lost bags off mail coaches.

2461. In your district?—Yes, in my district; I do not at this moment remember any case of a bag being dropped by a mail-car driver, but I will not pretend to say that such case has not happened; I dare say it has happened.

2462. Then practically these cases do occasionally occur?—I have known cases in which mail-guards have dropped bags, and in cases in which they were conveyed by railways. There is no positive security to be got by the one or the other.

2463. Mr. *Wilson.*] With your experience of the various modes of conveying mail bags, are you prepared to state to this Committee that there is practically any material difference in point of security between the mail cars and the other modes of conveying mails?—In the security of the bags I think there is no practical difference, but in the regularity of arrival I think there is a difference.

2464. Mr.

2464. Mr. *Grogan.*] You stated that you knew of some instances in which the bags had been lost by guards going by railway?—In which they had left them behind.

2465. Left them behind where, at the wrong town?—Yes, or at the wrong station.

2466. That is, they delivered the bags in error at the wrong station?—Either delivered them at the wrong station, or omitted to take them up at the station.

2467. Is that loss?—That is not loss, nor is the other.

2468. Is it an analogous case to that which was put of the mail bags having got out of the possession of the officer in charge of them by the upsetting of the car?—It is an analogous case, as far as the consequence goes; it is not an analogous case as far as the fault of the man in charge goes. In judging of the effect upon the public, I should say it was an analogous case; in judging of the punishment to be given to the servant of the Post-office, I should say it was not.

2469. I asked you whether, in any district within your knowledge, at the time you surveyed, any instances similar to those which occurred in the case of the mail-car between Goold's Cross and Clonmel had occurred, and you said there had?—From mail coaches.

2470. You also said you could give instances of their having occurred by railways; are the cases which you now describe of bags having been delivered at the wrong station, or having been omitted to be taken up at the right station, analogous instances with the one as to which I asked you?—They are not analogous with regard to the conduct of the men in fault.

2471. Will you state what is the total present expenditure for conveying the day mails from Limerick and Cork to Waterford, and all the intermediate towns, and *vice versâ*, and what would be the sum total of expenditure if they were conveyed by railway?—There is no conveyance of letters by the day mail between Cork, Waterford and Limerick.

2472. You stated that the expense of conveying those mails by railway would be 1,022*l.* additional to something or other; what is that?—Additional expense.

2473. Additional to what?—To the present expense.

2474. What is the present expense?—The present expense of conveying the mails to Clonmel can hardly be given, because we pay a certain sum per mile for the use of the whole line from Dublin to Cork, and I cannot say how great a proportion of that expense should be named for conveying the Clonmel bags from Dublin to Goold's Cross, but we can say what the additional expense would be.

2475. But you say additional over the existing expense; I want you to explain that?—The meaning is that the Post-office would have to pay 1,022*l.* per annum more than they pay at present.

2476. And you cannot define what proportion of that is applicable to Clonmel?—I cannot. It has just been stated to me that a bag was dropped by a mail guard from a mail train running over the North-Western Railway.

2477. That is in England?—Yes.

2478. Are we inquiring as to England?—We are inquiring as to Ireland, but it is an analogous case.

2479. *Chairman.*] If there was a day mail sent by railway from the Junction to Waterford through Clonmel, would not there be the saving of the present conveyance of the day-mail from Goold's Cross to Clonmel?—There would.

2480. Have you taken that into account?—We have; we have deducted all conveyances which would be saved, and we have added all conveyances which would have to be put on.

2481. Mr. *Grogan.*] Am I to understand you to say, that by the 1,022*l.* additional expenditure, the entire expense of conveying the whole of the London and North-Western letters, and in fact all the letters coming down by the day mail at half-past eight o'clock in the morning from Dublin would be covered?—It would cover the entire additional expense.

2482. Including the letters which traverse from Goold's Cross through those towns to Waterford, and the Limerick and Cork letters to Waterford?—It would cover all the additional expense that would be necessary on account of the use of the railway.

2483. Letters to Waterford, leaving London at five o'clock, arriving at Dublin at one o'clock in the morning, are dispatched at half-past eight, and letters coming from Belfast and Galway and all parts of Ireland over night by the night mails, are dispatched at the same hour, going to Waterford by this train?—They

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are dispatched by a train that leaves Dublin at half-past eight, and which gets into Waterford, going over the direct line through Kilkenny. They would not go under any circumstances over the Limerick and Waterford line; they would not go at all over that line.

2484. In the earlier part of your examination, did you not say that that 1,022*l.* would cover the expense of all the letters to which I refer?—No; I explained that that extra expense would be for the conveyance of the day mails to certain towns, and for the conveyance of certain letters also by day mails between Cork and Waterford.

2485. Mr. *De Vere.*] After hearing the evidence given on a former occasion, which was read to you by Mr. Scully, are you now convinced that you were mistaken in speaking of the accident which occurred to the Goold's Cross car as having arisen from drunkenness?—I do not know how it happened; when I heard that a driver had fallen off the car, it occurred to me as being most probable that the man was drunk; I did not mean to injure him by the suggestion.

2486. You have now heard the evidence read, and you see that in that evidence there is nothing to indicate that he was drunk?—It may be the man had fallen off the car from other cause.

2487. But there is nothing as to his being drunk?—No.

2488. Sir *S. Northcote.*] With regard to this general car service, in what way are the contracts made; are they made by tender?—We advertise for tenders, which are sent in to the surveyor; a day is named on which he receives the tenders, he considers them and recommends the Postmaster-general to accept that which appears to be most eligible; if the lowest tender is made by a man thought capable of performing the work, the lowest is accepted.

2489. Even though there were a better man offering, provided his tender were higher, the lowest would be accepted if it was thought he could perform the work?—The lowest tender would be accepted unless the surveyor found himself justified in saying that the man was unfit to do the work.

2490. You made a remark just now as to the property of the contractors; is it frequently the case that contracts are taken by men of very small means?—Not unfrequently.

2491. Do you think that a satisfactory system?—It is difficult, perhaps, to give an opinion upon that subject, and to explain it; there must be some evil on the one side or the other. If we did not adopt the course now in use, the contracts would all fall into the hands of large men, such as Mr. Bianconi, and we should have no control over them as to the price, under such circumstances; they would ask what they liked, and charging so high as they would for one conveyance in the day, the Post-office revenue would not enable us to give a second. Although the public may suffer some inconvenience from bad contractors and poor contractors, I think they get a balance of benefit by the present arrangement.

2492. There are a good many cases in which, since the introduction of railways, old mail coaches have been given up, and replaced by these one-horse cars, are there not?—A good many.

2493. Generally speaking, are the one-horse cars at all to be compared, in point of accommodation, speed, security, and regularity, with the old mail coaches?—We have endeavoured to arrange that in no case should the accommodation be less than the accommodation given by the mail coaches, and I think in most cases we have arranged that they should be more convenient than the mail coaches; that they should arrive sooner and depart later. If the Committee will name any town, I will instance that.

2494. *Chairman.*] As a rule, do you mean to say that a one-horse car will go as quickly as a four-horse coach?—Certainly not, not nearly so quick. The Committee will understand, that if we use a large trunk railway at a heavy expense, running from one town to another, instead of mail coaches, over those lines, we must use some cheaper mode of conveyance for the branches from that line. Mr. Page has drawn out a paper, by which he will prove that the sum of money now paid in the South of Ireland for cars and railways is immensely more than the sum we used to pay for the mail coaches.

2495. Mr. *H. Herbert.*] Has not the number of letters increased also enormously?—Nothing like in proportion to the increase of expense now incurred.

2496. Sir *S. Northcote.*] Are you satisfied, generally speaking, with the present system of tender and competition, or do you think that the system is capable of improvement?—I think the Post-office is, perhaps, a little too much inclined to take the lowest tender, but it is very difficult to decide. I am not prepared to say that my opinion is right, and other people's wrong.

2497. Mr. *Wilson.*] Must not it necessarily be a matter of discretion exercised by the officer whose duty it is to conduct this business, as to whether he rejects the lowest tender, or as to how far he will push the principle of accepting the lowest tender?—No; it is not a matter of discretion with the officer himself; for if I were to recommend the Postmaster-general to take a tender made by Mr. Bianconi, instead of that by a smaller man, and at the same time I did not accompany that recommendation with an assurance that the smaller man was unfit for the work, my recommendation would be thrown over, and the lowest tender accepted.

2498. But would not your recommendation be supported by something showing the Postmaster-general the reason why he should exercise that discretion?—I should show the ground upon which I made it, but I cannot say that he would accede to my suggestion.

2499. Suppose there were five contractors, all equally able, you would at once accept the lowest tender?—We should.

2500. Suppose there were five contractors of various degrees of ability, ranging from being very imperfect to being very perfect, would it be a necessary exercise of your discretion and judgment to discover at all the scale between absolute inability and great perfection, with the various grades between the one and the other, and to decide, and to recommend which of those should, upon that consideration, be accepted, looking to lowness of price and the ability of the person to perform the contract; and would you, having made up your mind as a surveyor as to which it was for the public interest to accept, recommend that to the Postmaster-general, with your reasons accompanied, for having made that recommendation?—Not exactly; I am guided in my recommendations from what I know to be the views of the Post-office. If I thought the highest tender should be accepted, and I knew for certain reasons that the lowest tender would be accepted, it would be useless for me to put forward my own views in opposition to those of my superior officer.

2501. Sir *S. Northcote.*] Would not the rule be to take the lowest tender, unless there was a strong objection to the party tendering?—Yes, unless there was a strong objection to him; but I might have a strong objection, which might not be considered strong enough by the Postmaster-general.

2502. *Chairman.*] Are you governed in your consideration of contracts by what you know to be rule of the Post-office?—Yes, to some extent, I am.

2503. The rule of the Post-office has been given in evidence by Mr. Rowland Hill, and it is to be found in the answer to Question 217; that rule being to take the lowest tender and the cheapest conveyance?—I am not prepared to confute Mr. Rowland Hill's statement.

2504. Is not Mr. Rowland Hill an authority upon the subject?—I think I am a better authority than Mr. Rowland Hill as to the manner in which the mail cars are conducted.

2505. The question was put by Mr. Scully at 217, "What is the difference of expense in conveying mails by cars and coaches? It varies very extensively; the charges by cars are variable, and the charges by coaches are very variable, therefore it is difficult to compare them; but the rule is to take the cheapest conveyances, whether coach or car; we have no preference either for cars or coaches"?—Mr. Rowland Hill undoubtedly gave that evidence as a general rule; but as an universal rule it is not acted acted upon, for very often we do not take the lowest tender.

2506. Mr. *Wilson.*] Is not Mr. Rowland Hill there speaking of the cheapest conveyance as between car and coach?—Exactly.

2507. That is merely in determining which of two modes of conveyance shall be used for conveying the letters, not as to the person who shall be employed in conveying them?—Exactly; I do not think Mr. Rowland Hill alludes to two different persons tendering for the conveyance.

2508. Sir *S. Northcote.*] The word "cheapness" did not imply necessarily the lowest price?—Certainly not; Mr. Rowland Hill did not mean that.

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2509. Mr. *F. Scully*] Are you acquainted with the contractor for the car between Goold's Cross and Clonmel; who was the contractor last winter; was it Mr. Bianconi?—Mr. Bianconi has been the contractor ever since the car was on the road, I believe; I do not think any other contractor has been on that road.

2510. Are you certain of that?—I see that there was one contract dated the 6th of October 1852 by Mr. Bianconi.

2511. Who was the contractor in 1854 and 1855?—There was, I think, no new contract executed between the 6th of October 1852 and the 11th of June 1855; and on the 11th of June Mr. Bianconi executed a new contract.

2512. Are you aware that there was a new contract advertised in the papers on the 22d of August 1853?—I cannot say that it was so, or was not.

2513. Mr. *De Vere.*] Mr. Bianconi is now your richest contractor?—I cannot say that.

2514. You consider him a very good contractor?—I consider him a very good contractor.

2515. Are you aware that Mr. Bianconi began himself in a very small way; that he began by being proprietor of a single car?—I am not aware of that; I believe he began business with small means.

2516. Mr. *Grogan.*] Are you able to state what is the amount now paid to Mr. Bianconi for the day mail?—£.160. a year is paid for the day mail from Goold's Cross to Clonmel, with the branch from Cashel to Cahir.

2517. What was paid last year when the accidents were said to occur?—I think the accident took place with the night mail; Mr. Kennedy said he did not know the driver, because he came in at an early hour in the morning.

2518. What is paid for the night mail?—£.198.

2519. Now?—Yes.

2520. Mr. Bianconi has the contract?—Mr. Bianconi has the contract.

2521. Who was the contractor when the accident occurred?—I think Mr. Bianconi, but I am not sure.

2522. Mr. *F. Scully.*] Have you any evidence to show at what time the contract commenced with Mr. Bianconi for the two mails?—There was one contract on the 6th of October 1852, and another on the 11th of June 1855.

2523. When did the contract of October 1852 expire; how many years was it for?—Contracts are not made for any specific number of years at all; they are terminable always at three months' notice by either party.

2524. Was the contract with Mr. Bianconi in October 1852, for the day or the night mail?—It was for the day mail. At the present time Mr. Bianconi is contractor, and he was in 1852; but I cannot say whether there has been a contractor between.

2525. Mr. *Grogan.*] You pay Mr. Bianconi for the night-mail 198 *l.* a year?—Yes; that is for the mail from Goold's Cross, with the branch from Cashel to Cahir.

2526. I understand there was another contractor in the very last year when the accident occurred?—I am not aware whether Mr. Scully alluded to the day or the night mail, or whether he intended to allude to the last winter or not.

2527. I want to know what was paid to the contractor last winter for the carriage of the mail?—I cannot give that, but I will make a note of it.

2528. Will you describe the process of entering into a contract. You have described to the Committee that the penalty clause in your contracts is in some instances valueless, by reason of the poverty of the contractor; are there securities given for the due performance of it by other parties?—What we do is this: we advertise for tenders, requiring that any person tendering should give the names of two responsible and respectable householders, who will give information as to the competence of the person so tendering.

2529. Give information?—Give information; the tenders are then made to the surveyors, who makes inquiries as to the competence in case of his being at the time unacquainted with the men; if he finds that the person making the lower tender is able to undertake the work, he recommends the Postmaster-general to accept the tender, and the contract is then executed, to which the only parties are the contractor and the surveyor.

2530. The penalty clause is one of the clauses in the contract, to the effect that in the event of any neglect or malfeasance he is to be subject to certain pecuniary

pecuniary penalties?—We always include the penalty clause in the contract, and as a rule the penalty is double the annual amount to be paid to the contractor.

2531. In the instances to which you refer, that penalty clause is quite valueless?—I cannot say it is valueless, indeed it is very valuable; because it enables the surveyor to hold a rod as it were over the contractor, though we do not very often put it in actual operation.

2532. Mr. *Wilson.*] In any extreme case you could do so?—Certainly we could.

2533. Mr. *Grogan.*] Has it often been put in operation?—No, it is very seldom put in operation.

2534. Sir *S. Northcote.*] Have you ever known it put in operation?—I have more than once called upon a contractor to pay considerable sums of money for extra work occasioned by his fault, and acting under that clause have forced the contractor to repay it.

2535. Mr. *Grogan.*] What amount of neglect in the way of late arrivals or other neglects would the Post-office consider it fair to overlook before they would act in that manner?—We overlook no late arrivals.

2536. If you heard evidence given that this particular car was very constantly late, and there appears to have been no action by the Post-office in the way of penalty to correct it, I want to know what security the public would have as a remedy against the evil of which they complain?—It would appear to me that the public can have no positive remedy against delay, if a contractor delay in one day and be called upon not to do so upon the following day, there is no power in any officer of the Post-office absolutely to enforce such an order, nor would any penalty clause enable him to do so.

2537. Then if he shall habitually delay and habitually violate his contract by such delay, what power is there in the Post-office to compel him to alter his system?—We can take his contract away from him at any moment; we can terminate the contract at any moment, and immediately employ another person.

2538. Was that done in the instances in which the mail-bags were lost from the one-horse car?—It does not appear in evidence that the mail-bags were lost by any fault of the contractor.

2539. By whose fault was it?—It occured to me that it was the fault of the driver.

2540. Whose servant is the driver?—The driver is the contractor's servant.

2541. If the contractor's servant was guilty of any act by which the mail-bags passed from his possession, and were lost or left in a field on the side of the road, was that not the fault of the contractor?—According to the axiom usual in such cases it is, but we should not think of visiting with a pecuniary fine a contractor because his servant got drunk.

2542. What kind of misconduct would you visit upon the part of the contractor?—The kind of misconduct that would be visited would be the continual use of a bad car, or continual delays occasioned by his own fault; if there is a bad driver we should call upon him to change the driver; if there is a bad horse we call upon him to change the horse; if he would not change the driver or the horse we should withdraw the contract.

2543. Would you not have the power of withholding payment, and would not that be a severe penalty?—We have the power of withholding payment, and occasionally such payment is withheld, or some part of the payment.

2544. In the two instances to which you have referred of the total loss of the mail bags, was there any valuable property in the mail?—If my memory serves me, in both cases the drivers were prosecuted.

2545. Not the contractor?—No, the contractor was in no way in fault; it would have been of no use to the public to punish Mr. Bianconi, who is considered by us to do his work very well.

2546. Was the loss of the bags in both those cases considered by you as a criminal offence?—In both cases it was a criminal offence; in one case the driver was robbed, and in the other case the driver said he was robbed, but he had actually robbed himself.

2547. Mr. *F. Scully.*] Do you know Portlaw, near Carrick-on-Suir?—I do.

2548. Are you acquainted with the business with which Mr. Malcomson is connected?—Yes.

2549. I suppose you are acquainted with the fact of his large transactions in various parts of England, Ireland, and indeed Europe?—I know he has large factories.

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2550. Has he not large establishments in other places besides Portlaw, in Clonmel, Waterford, and Liverpool?—I do not know that; I know his establishment in Portlaw very well.

2551. Is he not the largest payer of income-tax in Ireland?—I know he is one of the largest merchants in the south of Ireland, and I know him also to be a most respectable man.

2552. Have you read his evidence about the conveyance of the mails from his factory to Clonmel, Waterford, and Dublin?—I heard it.

2553. Did you hear him say that there is the worst description of one-horse car to convey the mails from Portlaw to be had in the county; he says, "The worst horse that will go, the most inferior driver or care-taker of the car, and I believe the speed is not certainly more than five miles an hour." Have you any knowledge of this being so as stated by Mr. Malcomson?—If I understand Mr. Malcomson's evidence rightly, it was the fact that he had a one-horse car which he complained of. I do not know that he said himself that the driver was a bad driver; he said that the horses generally of mail-cars in Ireland were deficient.

2554. I will read it again; he is asked, "What is your experience of the present arrangements of the Post-office as affecting trade and business generally at Waterford?—I consider the postal arrangements of our districts exceedingly deficient in many respects. In the first place, the conveyance of the mail is exceedingly defective; we have the worst description of one-horse car to convey our mails from Portlaw, I should say, to be had in the county, the worst horse that will go, the most inferior driver or care-taker of the car, and I believe the speed is not certainly more than five miles an hour"?—The speed is the point upon which I suppose Mr. Malcomson is most anxious.

2555. He says, "the most inferior driver or care-taker"?—I did not hear Mr. Malcomson say he ever lost his mails; it seemed to me that in all the evidence upon this matter, the witnesses were prepared generally to say that the arrangements were bad, but that they were not prepared to say that any inconvenience was occasioned in any special instance from those bad arrangements; I did not hear Mr. Malcomson say with regard to Portlaw that his arrivals were late.

2556. I will call your attention to another question and answer of his, "Have you heard of any case in your neighbourhood in which a car was upset, and the mail-bags were left inside of the fence of the road?—I have. Viscount *Monck.*] Within what time; within the last year?—Perhaps not so long, and perhaps more than a year; but we had an instance at the time of the snow at Portlaw, which might have been seriously inconvenient, of the stoppage of the post entirely by the incompetency of the conveyance; and we had at the time 14,000*l.* bankers' cheques and securities, which, though we might not have lost ultimately, might have placed us in a position of very great inconvenience, being lodged in the post-office at Portlaw for the night; we had to send it on next day"?—No doubt the mail-cars were very incompetent to go through the snow, as were the railway trains.

2557. He is asked, "Were the trains running at the time?—The trains were never stopped on the Waterford and Limerick Railway"?—Mr. Malcomson has made many mistakes; it so happened that the rail was stopped upon one occasion, and the day mail was not able to get into Limerick at all; there was no arrival into Limerick of the day mail at all, that mail being conveyed all the way from Dublin to Limerick by rail, and, therefore, I presume it was stopped,

2558. Was there any stoppage between the Junction and Waterford?—Not that I am aware of.

2559. He is asked as to the conveyance which he has of the day mail to Dublin, and he says, "We have a foot conveyance for our day mail from Portlaw to Mullinavat." He is asked, "What is the distance from Mullinavat to Portlaw? It is about 10 miles.—What time does this foot messenger occupy in making that journey? Fully three hours." He is asked as to the arrival of the mail; he says, "It arrives too late to be answered the same day." Are you acquainted with the conveyance of that post by a foot messenger?—Yes.

2560. He states that the boy who was employed was a very deficient, small, delicate, wretched boy?—I thought he said that it was an old woman.

2561. No; he says, "The boy who brings our mail was a boy who was in bad health"; he succeeded another boy who was employed, and whose health failed?—I think it came in evidence that one of the boys was employed upon his recommendation.

2562. Yes;

2562. Yes; he was a lad that got into bad health in consequence of the distance he had to go. Do you consider that is a proper mode of conveyance from the large establishment of which Mr. Malcolmson is the head, of very important letters, when there is a railway running within three miles of him, and he is obliged to use a runner, or a post-office footman, to carry his letters from Portlaw to Mullinavat?—He would have to use a runner just as much if the railway were used, and he would get his letters no sooner.

2563. At what time would letters arrive by the day mail if the Waterford and Limerick Railway were used?—At present the day mail arrives at Portlaw at 4.30 p.m.; if he used the railway it would arrive at 4.30 p.m.

2564. From Clonmel?—No, from Carrick-on-Suir.

2565. But by the Limerick and Waterford Railway being used for the day mail, you stated that it would arrive in Clonmel about two; how far is it from Clonmel by railway?—It would, in such case, go from Carrick-on-Suir.

2566. How far is Carrick-on-Suir from Clonmel by railway?—It would arrive at 2.45, and the runner would start from there about half-an-hour after, at about 3.15, and he would have to walk to Portlaw.

2567. Did you not say the mail would arrive in Clonmel at two?—Exactly; the mail would arrive in Clonmel at two, and at Carrick-on-Suir at 2.45.

2568. Would it take three-quarters of an hour going to Carrick-on-Suir, when the distance is only 16 miles?—We have got to provide for the conveyance of the bags from the station at the railway, which will take some short time, a quarter of an hour in some cases, ten minutes in others.

2569. Could it not be dropped at Fiddown, at the meeting of the different foot-posts?—No.

2570. Could not the bags be dropped at Fiddown?—No; the bags, in such cases, would be dropped at Carrick-on-Suir, of which Portlaw is a sub-office.

2571. Could they not be dropped at the station at Fiddown by the day mail; and would not the mail arrive at Portlaw at half-past three?—No; if we were to send a bag to the station at Fiddown, and let it go direct from Fiddown to Portlaw, it would arrive something earlier in that case; but that is not an arrangement which, under such circumstances, we should make.

2572. Could it not be done?—No; letters from Portlaw would go to Carrick-on-Suir, as they do at present; and Portlaw, being a sub-post under Carrick-on-Suir, they would be dropped at Carrick-on-Suir.

2573. Would not the dispatch from Portlaw be later in the evening than it is; at what time is the dispatch from Portlaw to Carrick-on-Suir in the evening?—At five o'clock in the evening.

2574. Then Mr. Malcolmson has now between half-past four and five to answer his letters, whereas, if you had used the railway, would not the dispatch be much later?—Do you speak of the night mail train.

2575. Yes?—The arrival at Portlaw by the night mail train is at 7.15 in the morning; they would get in no earlier than that.

2576. Would not the day mail arrival be answered that evening by the night mail?—It would depend upon how the arrangements were made; Portlaw being a sub-office under Carrick-on-Suir, if the railway were used, both for the night and the day mail, there might be a later dispatch of the night mail from Portlaw, which now goes away from Portlaw at five o'clock.

2577. Do you consider that Mr. Malcomson, with his very badly-appointed one-horse car, which he now complains of, and with a foot messenger, can get all the advantages he ought to have afforded to him, considering his position, and the establishment he presides over?—Certainly I do, and I will explain why I think so; neither Mr. Malcomson's position, nor that of the Marquis of Waterford, can make any difference in the matter. We look to the number of letters solely, and I presume it does not make any difference whether the letters go to Mr. Malcomson or to any other person; we take the total number of letters going to Portlaw, and find that they give a gross revenue of 165 *l.* a year.

2578. Would not that be increased by the use of the railway?—I am not prepared to say it might not be increased to some small extent, but it would be to a very small amount: I should hardly think there would be any increase. We have already, within a few years, given Portlaw a day mail; we have accelerated the arrival of the night mail; it used to take place at 9.10 in the morning, and now it takes place at 7.15 in the morning. It had no day mail at all before the use of the railways, and now it has a day mail, and considering the number of

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letters for the place, which is about the average of one of the rural posts in England, places which would not think of applying for a day mail, I think we have done a great deal for Mr. Malcomson.

2579. Are you aware that Mr. Malcomson has stated in his evidence that this day mail is of no use to him, and has stated that if the railway were used, it would increase the number of letters very much, because at present he sends his letters by railway by parcel; he says, also, that he does not send one letter now for five which he sent formerly by the post?—I am aware that he says so, but I am certain that he must be in error, because his postal conveniences are really far better than they were with all towns; take Clonmel for instance; and his statement was so startling that I made an analysis of the post to Portlaw, and it appears almost impossible that Mr. Malcomson is not under some mistake. Now from Clonmel formerly a letter must have been posted before three o'clock in the evening on Monday, and for which he must have sent down, otherwise it did not arrive from Clonmel at Portlaw till 9.10 the next morning.

2580. Did he not receive it that evening from Clonmel?—No, he had but one mail into Portlaw daily; it is only lately he has had a second mail into Portlaw; at present letters may be posted at any hour of the night on Monday, and they will arrive on Tuesday at 7.15 a.m.; and I can show the same result, and indeed a much stronger result with regard to Mr. Malcomson's letters from London, Dublin, Limerick, and Cork, and I can also add that his letters from Waterford are delivered earlier.

2581. Were there not two mails between Clonmel and Portlaw every day?—No, only one.

2582. He says, "We had in the olden times a four-horse coach, which left Clonmel in the morning and returned again in the evening; then we had an evening mail from Clonmel which brought the reply in the evening by Bianconi's car;" are you prepared to contradict that statement?—I am prepared to contradict that any such conveyances went through Portlaw.

2583. Did it not go to Fiddown?—It went through Carrick-on-Suir; he got his letters by sending to Carrick-on-Suir for them; now he gets them at Portlaw twice a day brought to his own house.

2584. There is only one mail now?—There are two mails now from Portlaw.

2585. But he says the day mail is practically of no use to him, and the night mail is carried by a very bad mode of conveyance?—If he says it is of no use to him, it is a very strong argument against the use of day mails, which, I believe, the Committee are so much advocating; I should think, however, they were of very great use to him.

2586. The hours of arrival and dispatch are practically of no use to him, he has stated?—I am not prepared to dispute the statement that the arrival of the day mail is of no use to him, but I think everybody else would admit it is of use.

2587. He says that the wages paid to the foot messenger are only something like 5 *s.* a week; is that the usual rate of payment to foot messengers throughout Ireland?—They vary very much; there are some as low as 5 *s.* a week, and some as high as 9 *s.*

2588. Are you aware of the price of labour in the neighbourhood where they are paying 5 *s.* a week?—Yes; it is my business to be peculiarly aware of it.

2589. Is it much higher than that at the present time?—We pay our men according to the scale of wages in the country. Sometimes, as in this case of Portlaw, we have not to pay for a whole day's work.

2590. But can you get a strong, hearty man to do the work at that price?—Generally speaking we do get strong, hearty men. I am not prepared to say, however, that I think the wages of runners in Ireland are high enough; indeed, I may say that I am about to recommend an increase in the scale of pay; the scale of wages all through the country has, I think, generally risen.

2591. *Chairman.*] Do you think the postal service would be improved as to speed if they paid more wages and got a better class of men?—Yes; as a general rule, of course it would have that result.

2592. Would you not look to that in any change you might make?—I am going to make a request for a change, in the hope of getting that result.

2593. Mr. *F. Scully.*] Did not Mr. Malcomson apply for the use of a car between Portlaw and Mullinavat?—I believe he did.

2594. What answer did the Post-office give to that application?—I have not seen the answer, but I have no doubt the answer was, that the revenue would not pay for it.

2595. Did

2595. Did not he offer very fair terms, such as he thought would be accepted by the Post-office?—I presume that he could not come to terms with them.

2596. Looking at the revenue from so important an establishment as that with which he is connected, ought it not to be enough to enable the Post-office to run a car, in place of a foot passenger from Portlaw to Mullinavat?—We cannot look at the importance of an establishment, we only look at the result to the revenue; the whole revenue of Portlaw is 165 *l.* a year.

2597. What is the cost of conveying letters from Portlaw to Fiddown?—I think it is 15 *l.* a year that we pay for that runner, and then we have to pay a mail-car in the morning; but that only carries the letters between Portlaw and Carrick-on-Suir, or Fiddown; it does not carry letters all over the world.

2598. Would not the revenue compensate for the additional expense between the foot messenger and the one-horse car?—Certainly not.

2599. Mr. *Wilson.*] That revenue includes the whole postage of the letters from wherever they come, foreign, or Liverpool, or Dublin, or elsewhere?—The whole of it.

2600. *Chairman.*] You calculate so many letters at 1 ¼ *d.*?—Yes.

2601. That is not taking into account the number of foreign letters?—That is the calculation made by Mr. Rowland Hill, who has done it with great care and accuracy; it is found that so much the greater bulk of the letters pays but 1 *d.* only, that 1 ¼ *d.* can only be given for them all.

2602. That is, taking the average of the whole country?—Yes.

2603. With regard to Dungarvan and Waterford, it has been stated that there is only one mail per day, that is *viâ* Clonmel, at 4.30; is that correct?—No; one of the witnesses before the Committee seemed to be under that impression; there are two mails; there is one direct mail goes from Waterford to Dungarvan, and there is another mail goes round from Waterford by Clonmel.

2604. Would a letter written in Dungarvan in the morning be received in Waterford, and could an answer be sent back to Dungarvan on the same day?—It could.

2605. Is it your opinion that the arrangements for Dungarvan are as good as could be expected from the nature of the town?—I think certainly they have been as much improved as the arrivals or dispatches at any town.

2606. Mr. *Maguire.*] As to the arrival of the day mail; the day mail *viâ* Waterford arrives, I believe, in Dungarvan at six o'clock, does not it?—Yes.

2607. Is it possible that that mail could be accelerated?—No, I think not. The day mail would arrive at Clonmel at 2 p.m., if the Waterford and Limerick Railway were used for the conveyance of the day mail, and the option is to serve Dungarvan with this day mail either from Waterford or from Clonmel. It is now undoubtedly served quicker from Waterford, getting its mail at 6 p.m. If it got its day mail from Clonmel, now, it would not be there till 7 p.m. If it got its day mail from Clonmel, presuming the use of the railway, the arrival would be at 6 p m., the present hour.

2608. At what time does the mail arrive in Waterford, which is afterwards sent on to Dungarvan?—It arrives in Waterford at 1.20 p.m.; that is the Dublin day mail; it leaves Waterford at two.

2609. Are you quite certain it leaves Waterford at two?—Yes, I may say I am quite certain, because it agrees with what all the other witnesses have said, and it agrees with our own accounts too.

2610. It takes four hours to go to Dungarvan?—Yes.

2611. Do you say, of your own knowledge, that it could not be accelerated?—I do not think that question has been asked before; I thought you asked me if the arrival of the day mail at Dungarvan could be accelerated by the use of the Waterford and Limerick Railway; the use of the Waterford and Limerick Rail way would have no effect in accelerating the pace of the mail-car between Dungarvan and Waterford.

2612. I am now confining my question to this, whether it is possible the pace of that car could be accelerated, so that the mail that leaves Waterford at two o'clock by that car could arrive in Dungarvan at an earlier hour than six?—If the pace of the car was accelerated, undoubtedly the arrival of the car would be earlier.

2613. Is it not possible to accelerate the pace of the car?—It is undoubtedly possible.

2614. What time could you gain by that?—We now travel at the rate of seven miles an hour, and do the work in four hours.

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2615. Is it possible to shorten that time?—If we were to travel at the rate of eight miles an hour we should shorten it by half an hour.

2616. Has that matter been brought under your consideration?—I am not aware that the matter has been brought under consideration, but it is an apparent fact; it is a case of experience; we do not travel by cars at a quicker rate than seven miles an hour, except in some particular cases.

2617. Do you know the Lavistone Junction on the Kilkenny and Waterford line?—Yes.

2618. Is it possible that the mails could arrive by that means; could that be available in any way for the purpose of facilitating the conveyance of the day mail to Dungarvan at an earlier hour?—I imagine not, certainly.

2619. Is it possible that this mail could arrive in Waterford at an earlier hour than 2.20 p.m.?—By the acceleration of the day-mail train it could; by the acceleration of the hours of the train, of course it could.

2620. Assuming, then, that you can lessen the time by half an hour, or perhaps more, is it not a matter of such importance as would be worthy of your consideration or report in its favour?—I think if I were to consider the matter I should not be disposed to recommend it. The Committee can easily understand that a day mail can be carried very cheaply at a low rate of speed, whereas a high rate of speed would demand a very considerably increased sum. The sum now paid for the day mail from Waterford to Dungarvan would probably have to be tripled to attain that half hour to which the question alludes.

2621. Have you inquired into the matter?—No, I have not; but I have made very many inquiries into precisely similar cases.

2622. Do you mean to say that, by accelerating the speed of a car one-eighth, you should pay triple; do you state that from experience?—That is my opinion; I will state the circumstances. At present 60*l.* is paid for going over that journey; that 60*l.* is a complete bonus to Mr. Bianconi; it occasions him no extra expense; and if the mail were withdrawn, he would save no outlay, and would lose 60*l.*; and therefore he can, of course, afford to do the work at a very cheap rate, the payment from the Post-office being all net profit. Had he to run a car at a quicker rate, he would be put to very considerably increased expense, the additional speed of one mile an hour requiring a better class of cattle and more cattle; and therefore I am of opinion, that over 28 miles he would not improbably ask as high a sum as 180 *l.* per annum, 180 *l.* per annum not being a high sum for the conveyance of the mails over such a distance.

2623. That is a mere supposition on your part, not having asked Mr. Bianconi for what he would do it?—No; but I know Mr. Bianconi's mode of doing business.

2624. Is it not possible that this mail could leave Waterford somewhat earlier than 40 minutes after its arrival; could not it leave half an hour earlier?—No, it could not leave half an hour earlier.

2625. Could it leave 20 minutes earlier?—No; it could not leave 20 minutes earlier; whether it might leave 10 minutes earlier is a question.

2626. Do you mean that the speed could not be so accelerated as to gain 20 minutes on the road?—Of course, as far as you diminished the increased speed required, you would diminish the increased cost.

2627. Do you think that an acceleration by 20 minutes in a journey that occupies four hours would entail anything like a large expense upon the Post-office?—I do; I have no doubt of it.

2628. Twenty minutes would not be very large in four hours?—It would be very large with reference to the sum now paid; I think the Committee will easily understand that a man like Bianconi, who understands his own business and the work the horses are to do, would require a very much larger sum than what he now requires if he were asked to run at a special pace.

2629. Is there more than one delivery in Dungarvan in a day?—There is at this moment a second delivery in Dungarvan, but there was only one when the question was brought before the Committee.

2630. Since what time has that existed?—The order was immediately given upon the matter being brought before the Committee.

2631. By what witness?—I forget what witness was examined upon the subject, but it came out in the evidence that a second delivery had not been established, and an order for its establishment was immediately given.

2632. At what time will that second delivery take place?—That second delivery will take place as early as possible after six o'clock.

2633. Mr. *Grogan.*] Will it entail any additional expense?—It certainly will entail

entail some additional expense; the surveyor was desired to report as to that, but to put on the delivery at once.

2634. Mr. *Maguire.*] The only additional expense, I believe, will be the employment of another person?—There is no necessity for the employment of another person; the only additional expense will be about 7*l.* a year.

2635. Is not the person who delivers the letters in the morning rather a feeble elderly man?—He is an old man.

2636. Do you think it is right to work him additionally?—Certainly; one delivery at Dungarvan is no work even for an old man; there is no reason why he should not do the second delivery. If he is too old and unfit for it, we will represent it to the Postmaster-general, and remove him.

2637. How many miles has he to walk; has he five in one delivery?—Certainly not, I think.

2638. Are you positive on that point?—No; I cannot say that I am positive. It must depend, to a certain extent, upon the particular letters he gets; but, having some experience in the rounds of letter-carriers, I think he has not that distance.

2639. Does the delivery go beyond the streets, to the neighbouring gentry a mile and a half beyond the town?—No.

3640. Are you positive of that?—I think I am.

2641. Does the delivery go a mile and a half beyond the bridge to Abbeyside?—No; Abbeyside is in part of the town of Dungarvan; he delivers in Abbeyside.

2642. You say you have recommended there should be a second delivery?—A second delivery is now taking place.

2643. Sir *S. Northcote.*] Is it intended that it should go on in the winter months?—Yes.

2644. How is it intended that the difficulty of want of light is to be got over?—I do not know who established that difficulty, but we do go on improving, and we have got over it.

2645. Mr. *Maguire.*] Do you remember the evidence given with reference to the difficulty of sending letters between the towns of Youghal, Tallow, Lismore, Cappoquin, Fermoy, and Cork?—I remember what was said by witnesses here; but the witnesses were all wrong upon the subject.

2646. Was the witness wrong in saying that if he wrote a letter from Dungarvan to the town of Cappoquin or Lismore on Monday, that letter would be received in neither of those towns until Wednesday; was he wrong in that?—Positively wrong.

2647. In what time would it be received?—A letter posted in time for the despatch of the night mail from Dungarvan on Monday night, that is to say, at 4 p.m., would be delivered on Tuesday at Lismore at half-past seven in the morning.

2648. Are you positive of that?—Quite positive.

2649. Suppose he wrote from Lismore to Tallow, in what time would the letter go from the one place to the other?—A letter which was posted in the same way on the evening on Monday at Lismore would arrive at Tallow on the Tuesday morning.

2650. Would you apply that to Fermoy?—The circulation is exactly the same; the witness was of opinion that the circulation between those places took a day and two nights, instead of which it is completed in one night; a letter posted at Fermoy on Monday evening would be delivered at Dungarvan on the Tuesday morning; I will show that on the map, if you will allow me. Take Fermoy: the Fermoy bag falls on to the railway at Mallow; the letters arrive there in time for the upnight mail train which goes to Goold's Cross, and reaches Goold's Cross in time for the letters that go to Clonmel by the down mail; then a car takes on the letters from Dublin and Fermoy for Dungarvan.

2651. What is the circuit it makes?—I cannot tell.

2652. One hundred miles?—The circuit it makes is all by night; something about 120.

2653. *Chairman.*] Does a letter from Tallow to Dungarvan go the same route?—Yes; they are travelling all night; a letter posted in the evening is delivered next morning, which we consider the best postal arrangement we can make.

2654. Mr. *Grogan.*] Then the witnesses appear to be in error in believing that the letters went to Dublin?—Yes. I was rather surprised that a man living in Dungarvan should be in error upon that subject.

2655. Is there a separate bag made up at the town of Fermoy for Dungarvan?—No; the bag is made up from Fermoy to Mallow.

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2656. It is at Mallow they are sorted?—Yes.

2657. At Mallow there is a bag made up for Goold's Cross down to Clonmel?—Yes.

2658. Mr. *Maguire.*] Do you positively state, that a letter written from Dungarvan to any of the towns I have mentioned would arrive there the next morning?—Yes.

2659. Are you positive of that?—Yes.

2660. Is it not a curious thing that a person engaged in commercial transactions should state the contrary?—The car running from Clonmel to Dungarvan has not been very long on the road. I have not the exact date of the contract, but it is very lately; within the last twelvemonth; and previous to the establishment of that car, the circulation was as described by a gentleman here.

2661. The line is changed?—It has been changed.

2662. A letter now written from Dungarvan is dispatched at what hour in the evening?—A letter dispatched from Dungarvan at four o'clock in the evening is exactly in the same position as a letter dispatched from Clonmel.

2663. It comes to Cappoquin in the morning?—It comes to Cappoquin in the morning, and it therefore does not make a circuit by going to Goold's Cross; it would only go up as high as Cashel and come down to Cahir.

2664. A letter written from Dungarvan on Monday evening is received next morning at Cappoquin; at what time is that delivered at Cappoquin?—It reaches Cappoquin at 7.35 a.m.

2665. At what time is it delivered?—At eight.

2666. To what time can an answer to it be posted at Cappoquin?—Up to four p.m.

2667. At what time would that letter be receivable in Dungarvan?—It would be receivable in Dungarvan on the arrival of the morning mail at 7.45 a.m. the next day.

2668. Between the town of Cappoquin and Lismore, suppose a person wrote on Monday from Cappoquin, at what time would it be received in Lismore?—If a person wrote a letter in Cappoquin on Monday evening at four o'clock it would be received in Lismore at five o'clock the same evening.

2669. Is there a direct communication between the two towns?—Yes.

2670. Is there a direct communication between Tallow and Lismore?—No; there is, by night.

2671. A letter written would arrive the next morning?—A letter written would arrive the next morning; in point of fact, the witness, in giving his evidence upon that subject, had forgotten that the extra car put on between Clonmel and Dungarvan accelerated the correspondence between the county of Cork and the western part of the county of Waterford as well as from Dublin.

2672. At what time do letters from Youghal to Dungarvan reach Dungarvan in the morning?—A letter posted in Youghal at five o'clock on Monday evening would reach Dungarvan the next morning at 7.45 a.m.

2673. When are those letters delivered?—They are delivered to the letter-carriers at 8.15; the delivery takes from 8.15 to 10.

2674. At what time does the mail go out from Dungarvan to Youghal?—The direct mail at 2.45 p.m.

2675. So that there is a possibility of answering letters the same day, is there?—Not only a possibility, but as great a practicability as can exist.

2676. Are you quite certain of that?—I am quite certain of that.

2677. When was that established?—Ever since the car was put on from Dungarvan to Clonmel; the mistake arose in this way: there is a direct mail-car from Youghal to Dungarvan, but that direct mail-car does not carry the bulk of the letters between Youghal and Dungarvan. A letter posted in Youghal in time for the evening dispatch at 5.30 p.m. goes to Cork, from Cork to Goold's Cross, from Goold's Cross to Clonmel, and from Clonmel to Dungarvan, and the effect of that night circulation is to give much more accommodation than is given by the direct post between the two towns.

2678. A letter posted at five o'clock at Youghal, after having made that circuit, arrives at a quarter after seven in the morning in Dungarvan?—Yes.

2679. That is delivered at 10?—I believe 10 is the probable finish; a letter going to Youghal, if posted in time for that car, would be dispatched at 2.45 p.m.; there is a mail-bag going by that car.

2680. Does the car from Youghal to Dungarvan take the mail-bag?—It does.

2681. Mr. *Wilson.*] Both ways?—It takes the mail both ways.

2682. Mr.

2682. Mr. *Maguire.*] At what time does it arrive in the morning?—It arrives at about a quarter to ten.

2683. Is there any mail leaving Dungarvan for Youghal at nine in the morning?—No, the direct mail car leaves at 2.45, but there would be a dispatch from Dungarvan to Youghal at night.

2684. I wish to draw your attention to a letter which I received this morning, containing this statement, from a gentleman named Francis P. Tydd, residing in Clonmel: "Sir,—As you appear to take an active part in endeavouring to remedy the very defective state of the postal arrangements in the South of Ireland, I take the liberty of mentioning the state of the postage communication between this and Dunmore East, county Waterford. The distance between this and Dunmore East is 31 miles, and I found that a letter posted here on Saturday did not reach Dunmore until Monday. I this morning received a reply, but knowing that my letter in answer could not under the existing arrangements be received at Dunmore until Thursday, I posted my answer immediately on receiving the letter *viâ* Dublin, by which route I expect it will reach Dunmore to-morrow (Wednesday) morning, so that to save the delay of a day, I had to cause the letter to travel 269 miles, the distance which ought to be traversed being 31 miles. I understand that the car which leaves this for Waterford at four o'clock a. m. does not reach there till eight o'clock a. m., and the car to Dunmore leaves the office at Waterford at half-past seven a. m., so that a letter posted at Clonmel takes two days to reach Dunmore, and remains 23 hours and a half in the Waterford office." Is that the state of things?—At the present moment a letter leaving Clonmel by the early mail at 3.50 a. m. reaches Dunmore the same morning at 10 a.m.

2685. *Chairman.*] In that case, the Dublin letters for Dunmore are delayed, waiting the arrival of the Clonmel letters, and they go together?—They go together; the car now leaves at 8.10 in the morning.

2686. From Waterford?—From Waterford.

2687. For Dunmore?—For Dunmore.

2688. Mr. *F. Scully.*] Does that convey the morning mail from Clonmel?—It does.

2689. Since when was that arrangement made?—We have made inquiry about it, and it seems the arrangement, which I do not think was a very good one, was made as follows, that a car should be dispatched at eight o'clock, and should take the letters coming from Clonmel, in the event of their being sorted ready by eight; but in the event of their not being so ready sorted, that it should go without them; and the effect has been great uncertainty in the post, as to whether the letters would go on or would not go on.

2690. *Chairman.*] Besides the inconvenience to the Dublin post?—That was the arrangement made at that time. Now, by fixing the hour of departure at 8.10, instead of at 8, we are able to carry on such letters as have been alluded to; and that arrangement has been made.

2691. Mr. *F. Scully.*] The case just referred to from Clonmel, only occurred last week?—I believe the date of the letter is the 17th of July; the new arrangement commenced on Monday.

2692. Mr. *Grogan.*] That was in consequence of the grievance being called to your attention?—Decidedly.

2693. Mr. *Maguire.*] I observe that you so pointedly contradict what a witness here stated, that I must quote one or two answers he gave, for it seems very strange to me how a reasonable man who has constant communication with those towns can make a mistake of that sort?—I cannot account for it.

2694. The witness was speaking of those towns to which I drew your attention, Cappoquin, Lismore, Youghal, and so on. I asked the question, "Are you prepared to state that the greatest inconvenience results from the present imperfect delivery?" meaning the present imperfect delivery of those letters to persons largely engaged in the corn trade. "Are the commercial people there often obliged to have recourse to sending letters as parcels, either by hand or some other conveyance?—Very frequently; I very generally, myself, send a letter to a person by Bianconi's car, and I have oftentimes been obliged to send a special letter with a messenger to any of those places, that he may bring back a reply." Do you mean to state that that answer is quite inapplicable to the present state of things?—It appeared to me that the whole of the evidence given by that gentleman was quite inapplicable to the present state of things; wholly so.

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2695. You mean, that delay does not exist; that it is possible to write a letter and get an answer within 24 hours from every one of those towns?—Not to get an answer in 24 hours, but in two nights and one day.

2696. Instead of four nights and four days, as he said?—As I said before, it seemed to me that every statement he made was made in error, except that one as to the delivery of the day mails in Dungarvan at six o'clock; beyond that, it occurred to me that every statement he made was made in error.

2697. Would you obtain any advantage by employing Bianconi's car, which runs between those two towns?—No; he was as much in error there as in the other case. He said he understood that Bianconi would carry the mail for 5 *l.* or 10 *l.* I do not think he stated that Bianconi ever said so, but that he had learnt it from his agent.

2698. Did you ever inquire about it?—No; but I am quite sure that no agent of Bianconi's in Dungarvan would be able to give any statement as to what Mr. Bianconi would do his work for; none except the agent at Clonmel.

2699. Did not the witness say, that Mr. Bianconi would do the work for that sum?—I think he did not state that he had any communication from Mr. Bianconi; he stated he would possibly do the work for such a sum.

2700. Have you inquired into Mr. Bianconi's intention upon the subject?—No, because now there is no reason for it; but sometime ago when there was an evil I made an inquiry, not of Mr. Bianconi, but of another contractor who then ran over that road, and who made what I considered a very low offer to convey the mails between Dungarvan and Cappoquin for 30 *l.* a year; and when the correspondence and the sum demanded were brought under the notice of the Postmaster-general, he refused to sanction any such outlay, because the correspondence did not warrant it; at that time, as the Committee will remember, there was a grievance as to the time the letters took between Dungarvan and Cappoquin; at present that grievance has been altogether remedied; and, therefore, if at that time the Post-office would not expend the sum of 30 *l.* a year, of course they will not expend it now.

2701. Can you say, that that grievance has been altogether remedied, if in order to write a letter and get an answer there must be a lapse of two nights and one day?—Yes.

2702. Would it be possible, by employing Bianconi's car, to write a letter in the morning from any of those towns and get an answer in the evening?—No.

2703. Are you quite positive of that?—Quite; because the car to which the witness alluded ran out of Dungarvan in the evening to Cappoquin and Lismore.

2704. Suppose a letter written in the morning from Cappoquin, is there any car to convey it?—There is a car runs in the morning from Lismore to Dungarvan.

2705. At what time does it start?—At about five o'clock.

2706. At what time does it arrive at Dungarvan?—It starts from Lismore at 5.30, and arrives in Dungarvan at 8. 30.

2707. That would bring a letter dropped into the post-office at any hour the night before, would it not?—If there chanced to be one, it would.

2708. I assume that fact; if it did carry the mail, of course it would take any letter dropped into the post-office during the night?—If there chanced to be a letter posted there it would carry it.

2709. That letter would reach Dungarvan at nine o'clock, or be delivered at nine o'clock?—Yes.

2710. There is another conveyance then going out from Dungarvan and back to Lismore at somewhere about six o'clock in the evening?—Yes; it arrives in Lismore about eight o'clock in the evening.

2711. Therefore a letter that is dropped in the Lismore post-office the night before might be delivered in Dungarvan at nine o'clock, be disposed of in the meantime, and an answer be received in Lismore at eight o'clock in the evening?—Yes.

2712. Would that be something of an improvement upon the present system?—I suppose it would be an improvement to have a direct communication of that kind between any towns; but when you speak of a very small town like Lismore, and take any letters which would be posted for Dungarvan after so late an hour as five o'clock in the evening, the accommodation is so inconsiderable as almost to amount to nothing.

2713. Mr. *Wilson.*] So small as not to justify the expense?—The probability would be that the car would go six days without a letter and the seventh would have

have one; I think it must be evident that a communication of that kind cannot be justified; it is impossible to say that it would be no accommodation. *A. Trollope*, Esq. 20 July 1855.

2714. Mr. *Maguire.*] Then you give a point blank denial to every thing that gentleman has said as to the time occupied in the transmission of letters?—I admit the non-delivery of the day mail at Dungarvan, and I admit that he had ground of complaint in that respect.

2715. But that, you say, has been remedied?—It has been remedied. As to the other matters he spoke in error.

2716. I think you said something about the mail from Mallow to Cork being stopped on some occasion; for how long was that?—Two days, I think.

2717. I believe nothing of that kind was ever heard of before?—No; and we never heard of such obstructions from snow as we had in the south of Ireland last year.

Lunæ, 23° *die Julii*, 1855.

MEMBERS PRESENT.

Mr. Meagher.	Mr. Grogan.
Mr. Wilson.	Mr. F. Scully.
Mr. Wickham.	Mr. Liddell.
Mr. Lowe.	Mr. S. Ricardo.
Mr. Maguire.	Viscount Monck.

THOMAS MEAGHER, Esq., IN THE CHAIR.

Anthony Trollope, Esq., called in, and further Examined.

2718. Mr. *Wilson.*] SOMETHING was said about the inconvenience which Lord Huntingdon experienced in receiving his letters; have you any observations to make upon that?—The letter alluded to was, I believe, a letter from Lord Stuart de Decies, whose post town is at Cappoquin, to Woodstown, Woodstown being served by the Dunmore mail. It was stated that four days were taken in that circulation, whereas, in point of fact, the circulation is made by direct post now in one night. *A. Trollope*, Esq. 23 July 1855.

2719. Has that alteration taken place lately?—A portion of that alteration has been effected by a change in the Dunmore car, but the larger portion of the time stated to be taken in the circulation of such a letter was so stated in error by the witnesses.

2720. Then there is no such delay as has been stated?—There is no such delay as has been stated.

2721. When was the change in the Dunmore car made?—Since the Committee began to sit.

2722. Before that change was made, was the statement made in this committee-room correct?—No; the statement which was made was incorrect. Woodstown is not a post-town, but is in the delivery of Waterford, and therefore should be looked upon as a part of Waterford. A letter from Lord Stuart de Decies would leave Cappoquin on Monday evening, and would reach Waterford on the Tuesday morning.

2723. You have been asked a great number of questions about the car from Goold's Cross to Clonmel, and about certain irregularities which have taken place there, by which there was a loss of the bags; have you any explanation to make upon that now which you could not make a few days ago?—I am able to explain to the Committee now the circumstances to which allusion was made. It was stated by a witness here, that these accidents took place during the last 18 months, and if I am not mistaken, it was stated to the Committee at the last day of sitting, that one of those accidents occurred during the last winter. The accidents alluded to took place in April and in August 1853.

2724. About two years ago?—About two years ago; it was also stated, if I am not wrong, that the accident which took place last winter was attributable to the fact that the Post-office employed an improper contractor during last winter;

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winter; whereas the contract has been in Mr. Bianconi's hands since October 1853. I may also state that the delays of the mail to which allusion has been made were very seriously noticed; that the contractor who then had the contract was fined, and that he was also denied permission to hold the contract beyond the 5th of October 1853, although his tender was at the time the lowest.

2725. In short, you discharged him of his contract, and did not renew the contract, although he tendered the lowest price?—We did not discharge him, because it so happened that at that time he was under notice already; notice given by himself, he intending to put in at a higher sum; and he did put in at a higher sum. Though he put in the lowest tender, that tender was rejected, upon the ground specially of the accident that had occurred. I may also say, that the driver through whose negligence the first accident occurred was drunk, as I suggested to the Committee on the last occasion; he was dismissed for being drunk, and the contractor then employed another man, who was not fit from want of competence, and the second accident occurred through that.

2726. Since that period you are not aware of any accident?—Since that period there is no record of any delay to be found either in the Dublin or in the London offices.

2727. It was stated by a witness that in the south of Ireland railways are sparingly used for the purposes of the Post-office?—That has been stated.

2728. Is that your opinion?—Certainly not; we pay a very high rate for railway accommodation in the south of Ireland, and we pay more money for railway accommodation in Ireland than we do in Scotland. The dearest railway used in Ireland is now used expressly for the accommodation of the counties which are now under the consideration of the Committee.

2729. Speaking of the south of Ireland and the communication between Waterford, Limerick and Cork direct to Dublin, is it your opinion or not that as much accommodation is given, and as much money expended with a view to railway accommodation to those parts of the country, as to any other with which you are acquainted?—Certainly; Mr. Page, who is here, will give the exact figures and prices paid.

2730. Is it not the case that the direct line of railway from Dublin to Cork, which is used at a very high expense to the Post-office, has a very essential and material influence in giving accommodation to all the parts of the country through which it passes, right and left, including the branches to Waterford and Limerick?—Certainly; so much so, that if the use of that line were discontinued, and the Waterford and Limerick lines were used, all the towns which are now served would be injured instead of being benefited.

2731. It has been stated by a witness as if it were a desirable thing that the letters should all arrive at Waterford so as to have but one delivery in a day; do you consider that would be any advantage in regard to Waterford?—Certainly not; it is a singular statement to be made by a mercantile man, because the mercantile men have, during late years, expressly pressed upon the Post-office the use of day mails; Mr. Blake it was who stated that.

2732. Of course, if you have a day mail and a night mail a single delivery is impossible?—Yes.

2733. And therefore to have a single delivery is to presume either only a night mail or only a day mail?—Exactly.

2734. A complaint has been made by one of the coroners of the county of Waterford, that he could not receive a letter from Kilmeaden in time to allow of his holding an inquest; did you hear that statement?—I did.

2735. What observation have you to make upon that?—It entirely depends upon whether the county coroner received his letters at his office in Waterford or at his residence in Tramore; if he lived in Tramore, of course he would not be as well off as if he lived in Waterford. If he was at Waterford, a letter posted at Kilmeaden on Monday morning would reach him in plenty of time to answer it so that the answer should be at Kilmeaden on Monday evening, so that, in point of fact, no postal arrangements could give more accommodation.

2736. What you mean to say is, that if a gentleman is at his office, his place of business, he can receive his letters in full time to answer them for all the objects that his business requires?—Exactly.

2737. But if he has a private residence some miles from his office, and he does not go to his office, of course his letters may be a long time in reaching him, and it may be impossible for him to avail himself of a reply by return of post?—Exactly

Exactly so; in this case the coroner stated that he had an office in Waterford, but in all his complaints with regard to the post-office, he argued as though he received them at Tramore.

2738. Suppose a letter be posted on Monday at Waterford for Kilmeaden, when would it be received, and when can an answer be received back in Waterford?—A letter posted up to one o'clock on Monday in Waterford would reach Kilmeaden the same evening; and an answer posted early on Tuesday morning would reach Waterford on the same day, and be delivered on the same day.

2739. And therefore if he was in Waterford at his office on Monday morning, he would be able to answer any letter which arrived in the morning by the one o'clock mail, and receive a reply to it on the following day?—Exactly.

2740. But Tramore being a sub-office and some distance from Waterford, the delivery there would be too late for him to avail himself of that course of post?—There being but one course of post to Tramore, the letter would not go out to him till the morning.

2741. Has Tramore a very limited correspondence?—The correspondence of Tramore is small; in winter time it has about 500 a week, and in summer it has about 1,100; it is rather more than doubled in summer.

2742. It has been stated that the nearer the local post-office is to the city of Waterford, the longer is the time taken in getting an answer to a letter; is that so?—Certainly not; it can be shown that every one of the offices named in connexion with the city of Waterford has a daily post to and from Waterford; there are two other small places in the county which have been named, which have a daily post in connexion with Carrick-on-Suir, but even those are not so circumstanced as was described; for instance, it was said that a letter posted in Tramore on Monday would not reach Dunmore until Wednesday, whereas that letter would reach Dunmore on Tuesday, and so on.

2743. There was a complaint that a newspaper published by Mr. Doudney once a month, at Bonmahon, is not duly carried by post; he stated that there were no bags for the Bonmahon mail?—There is a sealed bag for the Bonmahon mail, a bag fitted to a certain scale in accordance with the letters there; if it so happens that 800 newspapers are posted on any day, of course the bag which was appropriated to that given correspondence of Bonmahon would not be able to include all those bulky newspapers.

2744. Of course you would not pretend in a postal arrangement to make an arrangement, in a small out of the way country town, for the accidental or periodical publication on one day in a month of 800 or 1,000 newspapers; you would not profess to do that; you would say it was entirely beyond your duty?—We should not profess to do it; but we authorised an allowance of half-a-crown a day, not half-a-crown a month, as was stated, whenever Mr. Doudney might have a number of newspapers to post, which would exceed the number which the man would be able to carry.

2745. Then, in fact, you have made a special provision for this single monthly publication in a small village in the south of Ireland?—Exactly; a special arrangement to convey any newspapers posted there, presuming we get due notice. Of course, if those newspapers are sent down once a month to the post-office at a little village like Bonmahon, a car would not be procurable without notice.

2746. But if he publishes on a certain day of the month, or if he gives due notice that the publication will take place on a certain day, you agree to make on that day a special arrangement for his personal convenience?—Exactly; but as it appears that the matter has not worked well, it has been again referred to the surveyor, in order that he may see what arrangement will suit Mr. Doudney.

2747. When was this arrangement made by which you arranged for his publication in the way you have described, with reference to the half-crown a day?—I think it was in 1853.

2748. Then that has nothing to do with this inquiry?—No; but as Mr. Doudney stated that it did not suit him, we have again referred the matter, to see if an arrangement can be made more palatable to him; but the arrangement was made when the accommodation was first asked for, and it was immediately on Mr. Doudney's evidence having been given that the matter was again referred.

2749. That was in consequence of his complaint here that that arrangement did not suit him, you say?—Yes.

2750. I think the same witness stated that the Bonmahon messenger walked 25½ English miles a day; is that accurate?—No; he walks 20½ English miles a day.

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2751. Is that an ordinary distance for a foot messenger?—A very common distance in Ireland when the mails to be carried are light; in England we consider 16 miles a day the best distance to appropriate to a man.

2752. Mr. *Liddell.*] Do you mean by best, the most practicable?—A full day's work we consider 16 miles.

2753. Is not that pretty nearly the outside of what any man does in England?—No, many do more; but that we consider to be a full day's work. Where some small village can be brought in by an additional mile, we have no hesitation in putting that additional mile upon him.

2754. In putting the additional distance on do you increase his pay?—Yes.

2755. Mr. *Wilson.*] Are there not very many cases in England where a man walks fully 20 miles a day?—Yes, I should say a great many men walk 20 miles a day; the walks are somewhat different in England; the houses at which he delivers upon his road are so much thicker, and he walks in delivering up gentlemen's avenues, but he walks 16 miles a day in addition to the distance walked in delivering at the houses; whereas in Ireland he has no such distance to walk; he walks the road merely, so that, in fact, the English walks are much harder.

2756. Is it not the fact that the English rural messengers have much heavier weights than the Irish rural messengers have?—Much heavier.

2757. In Ireland are these walking posts considered unusually heavy work?—No, certainly not.

2758. When it is inferred that the work was so heavy that a man was killed by it, do you think there is any accuracy in that representation?—Oh no, because the fault we find is, that when we employ a man he too often employs some little girl or boy to do the work; in point of fact, the work is so light that anybody can do it very often.

2759. In the case where the runner died, I think it was the son of the postmaster?—It was.

2760. And he afterwards appointed a second son to take the place?—He did; and I am able to say that the man is a very good father, and very unlikely to put his son into what he considered an unhealthy position.

2761. Was he a delicate young man to begin with?—I cannot say; I appointed the man who died, at his father's request.

2762. It is stated that a letter for Bonmahon must be posted at Waterford before 2 p.m., and that then an answer could only reach Waterford at the same time that an answer would do from London; is that true?—It is error all through; a letter posted at Waterford up to 4 o'clock on the Monday would reach Bonmahon on Tuesday morning; the answer, posted in Bonmahon on Tuesday afternoon, would reach Waterford on Wednesday morning, which is what we consider the best course of post between one town and another in its vicinity.

2763. Therefore, in point of fact, the answer would be had in Waterford at the same time that a letter would be delivered in London?—It would be delivered in Waterford about the time that the letter would be delivered in London.

2764. A complaint was made as to the circulation from Pilltown to Kilkenny; what do you say to that?—The circulation from Pilltown to Kilkenny is direct by the night mail; a letter posted at Pilltown on Monday evening would reach Kilkenny in time for the early morning delivery, about half past seven on Tuesday, so that the circulation is by a direct night mail in that case also.

2765. That statement was a mistake?—That statement was a mistake.

2766. Mr. Kennedy stated, with regard to the Clonmel mail, that letters arriving from Waterford could only be delivered during a quarter of an hour; that is to say, they arrive at a quarter before nine, and the post-office is kept open till nine?—That matter was answered on the first day of my examination; it has been fully explained in my examination.

2767. Since this Committee sat, you have instructed them to keep the post-office open till 10?—Yes.

2768. The matter connected with the Clonmel day mail has been already gone through?—Yes.

2769. Is there not something in the very nature of great acceleration of main mails that must a little tend to throw out the bye mails; so that the greater accommodation of the great bulk of the important and large towns very often causes at least a comparative amount of loss to the smaller posts which cannot be

be made to fit?—The acceleration of trunk mails will always interfere with, and to a certain extent injure, the bye communication between small towns.

2770. Inasmuch as the mail passes much sooner both ways, so that the conveyances from the smaller places are prevented from arriving in time?—If any Member will make the figure Y on paper that will show it very plainly. We will presume the bottom of the Y to be the metropolis, and the ends of the two branches two provincial towns, the length of the trunk and of the branches being equal. If the mail left the bottom of the Y and the two extremities, each at 6 p. m., and arrived at the end of its journey at 6 a. m., each mail would pass the point of branching at 12, midnight; and letters coming from the one provincial town by the one mail, would go down to the other by the other mail. But presuming the pace of these mails to be so accelerated that the journey should be performed in 9, instead of 12 hours, the departure from the metropolis represented by the bottom of the Y would still be at 6 p. m., and the arrivals of the down mails at the extremities would be at 3 a. m. The dispatch of the up-mails from the extremities would be at 9 p. m. The down-mails would thus arrive at the point of juncture at 10.30 p. m., and the up-mails at 1.30 a. m. And thus of course the circulation which had hitherto existed would be lost.

2771. It was stated that the circulation of letters from Waterford to Limerick is unnecessarily slow; have you any observation to make upon that?—The amount of extra accommodation which would be given by the use of the night mail train from Limerick to Waterford has been stated; in my opinion it is trifling; but a certain amount of accommodation would be given, no doubt. As regards Limerick, the letters would not leave Limerick any later for any available purposes, nor would they arrive earlier for any available purposes.

2772. From Limerick to Waterford there would be no available change?—No; not in the dispatch from Limerick.

2773. And from Waterford to Limerick there would be no advantage in the arrival at Limerick, but there would be an advantage in the departure from Waterford?—Exactly.

2774. Suppose that the half-past five o'clock passenger train were used which now runs, that would afford 1½ hour's additional facilities, and in fact would include the whole of the business day at Waterford if the letters were sent by that evening train?—Exactly; that is, it would give an hour; they leave at half-past four now.

2775. It would give an hour, which would in fact bring them to the close of the business day?—It would give them up to the close of the business day to post letters at Waterford.

2776. It was said that Rathkeale and Newcastle would gain much; when are letters delivered at those two places by the present arrangement?—Letters already are delivered at Rathkeale at seven o'clock in the morning, and at Newcastle at half-past seven.

2777. Therefore any earlier arrival would be of no use there at all?—No.

2778. It was stated that a letter posted at Dunmore on Monday would not reach Cashel till Wednesday?—That was a mistake; it would reach Cashel in the middle of the day on Tuesday.

2779. There has been a complaint made of the irregularity of the Kinsale mails; at what time does the night mail arrive there?—The night mail arrives in Kinsale at ten minutes past five in the morning.

2780. Therefore, any earlier arrival would be of no benefit there?—No; an earlier arrival could be of no benefit; and as the dispatch is at seven in the evening, it may be said that a later dispatch could be of no benefit.

2781. There has been a complaint made with regard to the quality of the horses used by the contractor upon that line?—If any representation upon that subject were made either to the secretary or to the surveyor, and it should be found that an improper class of horse was really used, the horse would as a matter of course be changed.

2782. That is, if the car did not keep its time?—That is, if the car did not keep its time, or if the horse was in any way in a disgraceful state. If an unfit horse be used, the surveyor has full power to order the contractor to change his horse.

2783. Mr. *Liddell.*] Is it within your knowledge that remonstrances have been made by a Member of the House, Mr. Herbert, upon that very subject?—Not upon the subject of that car.

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2784. Not as to this particular car; but I am alluding to the question generally, that representations have been made by Mr. Herbert several times to the Post-office; I have not heard that that car is better managed than it was when he complained?—I think it is a good deal better managed than it was; I think Mr. Herbert is prepared to admit that.

2785. Mr. *Wilson.*] With reference to the night mail upon the Bandon railway from Cork, and the price which is required for that mail, would the convenience be worth the price that is demanded?—Certainly not.

2786. The convenience would be very small?—The extra convenience would be very small. Taking the towns which are served west of Cork at present by mail-car, all of which would be served by this railway, the present cost is 639 *l.*, and the sum proposed to be expended is 1,449 *l.*

2787. And the number of letters to be facilitated very few?—The number of letters which would be wholly conveyed only gives a revenue of 2,700 *l.*, and two-thirds of them would receive no advantage whatsoever by such a change.

2788. That is to say, that though the mail by railway might arrive earlier, it would be still in the middle of the night, when no delivery could take place?—Exactly; so early in the morning, that no earlier delivery could take place than at present.

2789. Then it has been suggested that the train could be used leaving Cork at six o'clock in the morning?—Yes.

2790. Would that be of any material service?—No, but it would be a very material injury. The train leaving Cork at six o'clock in the morning could not bring the bag into Bandon sooner than seven in the morning at the earliest; the mail is now in Bandon at five in the morning, and as Clonakilty, Roscarbery, Skibbereen, and Bantry are served from Bandon, their mails would of course be detained for two hours by such an arrangement.

2791. Therefore, instead of a facility, it would be a great inconvenience to those places to which you have alluded?—It would be so great an inconvenience, that it would create a great turmoil in the county, and ultimately the Postmaster-general would be obliged to discontinue such an arrangement.

2792. Has there been any negotiation between the Postmaster-general and the railway company, with regard to the use of the day mail by the Bandon line?—There has been a good deal of correspondence; the company offered to carry the day mail both ways for 100*l.* a year, and I believe the offer made by the Post-office has been to pay them 40*l.* a year.

2793. What would be the price that the Post-office would pay according to its calculation of the benefit to be received?—£.40 a year.

2794. But according to the usual scale for the letters which would be accelerated, for which 40*l.* has been offered?—About 27*l.* 10*s.* would be the sum.

2795. What is the usual scale of calculation as to what it is worth paying for the use of a railway, for a use of a day mail in this way?—If a town that does not have a day mail would receive letters giving a revenue of 100 *l.* per annum by a day mail, we calculate that we may give a quarter of that sum for, and we may expend a quarter of that sum in, securing such day mail; of course it would be seen that those letters are in fact taken from the night mail.

2796. Or the great bulk of them?—The whole of them at first; the first time that the day mail ran into the town, the whole of the letters which would arrive by that day mail would have come by the night mail if that day mail had not been established.

2797. Therefore in your calculation, when you say a quarter, it is a quarter of the 100 *l.* that would be subtracted from the night mail?—Yes.

2798. Not a quarter of any new correspondence that might be supposed to arise?—No; a quarter of the whole letters giving the 100 *l.* that would be so conveyed.

2799. Then it was stated that the Kinsale mail was detained at the half-way house on the Bandon line without being in charge of any one; is that correct?—No; that is an error; there is a post-office at that half-way house at a place called Ballinhassig, and when the mails were obstructed by the snow, they were in charge of the postmistress at Ballinhassig.

2800. Irregularities took place during the snow, and were chiefly arising from the obstruction of the snow?—Exactly.

2801. That I believe was very great, was not it?—Yes.

2802. And

2802. And great expense was incurred to get the mails forward?—A great expense; a great sum of money was paid by the Post-office in getting through those obstructions.

2803. Mr. Kennedy complained that the correspondence between Clonmel and Kilkenny was very bad, and that that correspondence passes through Dublin; is that correct?—No; that correspondence leaving Clonmel on the evening of Monday gets into Kilkenny on the morning of Tuesday, and does not go through Dublin; there is a car runs across from Thurles to Kilkenny: a letter leaves Clonmel, goes up to Goold's Cross, and from Goold's Cross it goes on the railway to Thurles, and goes by car to Kilkenny, and arrives there the following morning.

2804. Arrives there on Tuesday morning?—Yes.

2805. It was stated, in reply to a question which I put to Mr. Kennedy, that the London five o'clock day mail was of very little use to Clonmel and the southern parts of Ireland; what proportion of the letters does that mail carry from London?—Mr. Kennedy appears to have been very much in error upon that subject; if I am not mistaken, he said that not one letter in a hundred left by that mail, whereas the fact is that 50,400 leave London for Ireland by the express mail at five o'clock in the evening, and only 37,700 leave by the night mail.

2806. Is it not the case that even the larger proportion of those letters are letters which pass through Dublin, and which arrive in Dublin for the express purpose of leaving by the morning mail?—I think that every town in Ireland receives an equal proportion of them according to its number of letters.

2807. But separating the Dublin letters from the country correspondence, the Dublin letters leaving by the night mail arrive still about 10 or 11 o'clock in Dublin, in time for a tolerably early delivery; but the country letters that leave London, if they do not go by the five o'clock mail, lie in Dublin all day till the evening; and therefore the five o'clock mail is put on almost expressly for the letters that pass through Dublin, and not that remain in Dublin?—It was put on for that object; but I think the effect in Dublin is as beneficial as upon the provincial towns.

2808. But of the 30,000 which leave by the night mail, a much larger proportion would be Dublin letters as compared with the country letters, than of the 50,000 which leave by the five o'clock mail?—I do not think so.

2809. But there is a difference in the proportion in relation to letters received in Dublin and those received in the country?—If the provincial towns receive three-fifths of the express mail, I think it will be found that they will receive three-fifths of the night mail. I have no reason for assuming there would be any difference in the proportion of the letters.

2810. Would there not be a much stronger inducement to write a letter by the five o'clock mail, which had to go through Dublin, than to write a letter which had to remain in Dublin, because, if a Dublin letter goes by the nine o'clock mail, it is still delivered in Dublin before 12 o'clock the next day?—It is not delivered before 12 o'clock; and the object of the earlier delivery in the morning is, to serve all those letters. The express mail is as beneficial to Dublin as it is to the minor towns; in point of fact, the five o'clock mail has been of the greatest possible benefit as regards the postal communication to the whole of Ireland, because the proportions which are given here are greatly increased before the mail reaches Ireland; all the Liverpool and Manchester letters, and a portion of the Scotch letters, and indeed the whole weight of the correspondence from the north of England falls into the express mail.

2811. That goes on by the five o'clock mail from London?—It catches the express mail upon its route, and, therefore, the numbers which I have given do not show even any fair proportion of the advantage of the express mail.

2812. Then if I had formed an opinion from the evidence of Mr. Kennedy, that this five o'clock mail was of little use, and might be discontinued, I should have made a great error?—A great error.

2813. When does that mail close in London?—Three o'clock, in Lombard-street, and half-past three at the General Post-office. Mr. Kennedy, I think, said that not one in a hundred of the letters that left London went by that mail.

2814. *Chairman.*] That 50,000 does not include letters from Liverpool?—No; it includes all letters that go by the London bags. I thought Mr. Kennedy's

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argument went to show that very little had been done for Ireland by putting on the express mail.

2815. Mr. *Wilson.*] It has been stated by the Solicitor-general for Ireland, that the Dublin mail reaches Ennis at seven in the morning; when does it reach Ennis?—It reaches Ennis at 30 minutes past five in the morning.

2816. And, therefore, so early as to be of no service for any possible delivery?—So early, that an earlier arrival can be of no use to the town of Ennis.

2817. He also stated, that delay arose in consequence of the mail to Ennis being sent round by the Western Railway *viâ* Oranmore, instead of being sent direct by the Limerick and Waterford line; what observation have you to make upon that?—In the first place, no earlier delivery at Ennis could be accomplished by any route, as the delivery is already at seven o'clock in the morning; and in the next place, there is an arrival from Limerick in the morning at Ennis. The Solicitor-general, I think, stated his opinion, though he said he was doubtful upon the subject, that the mail arrived at 10 in the morning; but it does in fact arrive at 5.55 in the morning, and, therefore, the letters coming by the one mail and by the other are both delivered together at seven o'clock in the morning.

2818. Both arrive in time for the earliest practicable delivery?—Exactly.

2819. Therefore no greater speed or quicker arrangement could be of any benefit, as far as Ennis is concerned?—Exactly.

2820. A complaint has been made that there is no day mail to Ennis; have you any observation to make upon that complaint?—There has been considerable correspondence respecting the application for a day mail to Ennis, and it was found that the letters applicable to the expense to be incurred for such a purpose gave a revenue of 25 *l.*

2821. What would the expense be?—The Solicitor-general stated that the mail would be run for 70 *l.* a year, to which we should add another 10 *l.* as the additional expense of delivery, which would make a total of 80 *l.*; and I have no doubt that his evidence was correct, and that a day mail could be run into Ennis for 80 *l.* a year.

2822. There would be an expenditure of 80 *l.* in order to obtain a revenue of 25 *l.*?—No; in order to expedite the delivery of letters which give a revenue, of which 25 *l.* would be applicable to such a purpose.

2823. Mr. *Liddell.*] Would not the number of letters be probably increased by such an additional accommodation?—We should expect it would be increased, but to give a revenue of 25 *l.* it would be many years before they came to such an extent as that; nevertheless we look to such an increase.

2824. Mr. *Wilson.*] Was the Solicitor-general correct in his calculation as to the circulation between Burren and Clare Castle?—I think the statement was not made by the Solicitor-general, but that it was suggested to him; but, however, the statement that letters from Burren to Clare Castle went up to Dublin is not correct.

2825. Mr. O'Brien stated, that Dungarvan had been so affected by the use of railways for postal purposes in the south of Ireland, that it was infinitely worse off than before the railways were introduced?—Yes, that was another statement which was very surprising; before the use of railways, Dungarvan received its one mail a day at 12 o'clock, and dispatched one mail a day also at 12.

2826. At the same hour?—At the same hour.

2827. Therefore there could be no reply until the following day?—Therefore there could be no reply until the following day; there was no other mail came into Dungarvan at all, and Dungarvan at that time was certainly circumstanced very badly with regard to its mail. At present the mail arrives at 7.45 in the morning.

2828. Which used to arrive at 12?—Which used to arrive at 12, and the mail is dispatched at 4.30 in the evening, which used to be dispatched at 12; in addition to this, there is a day mail which arrives at six in the evening, which is dispatched at seven in the morning; that is all additional accommodation.

2829. Therefore, so far as regards the direct postal communication to Dungarvan, the convenience is much greater than formerly; but supposing that the witness's opinion was based upon the circulation with the nearer towns of Waterford, Tallow, Fermoy and all those towns and Cork, would the observation apply in that case?—It would be impossible that he should name any town in which we could not show that the circulation was greatly improved.

2830. I suppose the opinion expressed was based upon the error which has been since pointed out, namely, upon the assumption that the letters went to Dublin,

Dublin, and came back in many cases, instead of the circulation which you described the other day?—Some letters used to circulate slower, from Dungarvan to Cappoquin, for instance; but even at that time, or at any time since the railways have been used, the postal accommodations have been so much better than they were, that the statement is unintelligible to me.

2831. But if the statement was made founded upon the general statement as to the circulation from Dungarvan, it would not be true after the explanation which you have given as to the error into which the witness has fallen with regard to that circulation?—No.

2832. Your explanation as to the circulation of all those towns, is that an error had been made by the witness in supposing that the letters had gone up to Dublin?—Yes; but even presuming he had been right, and even presuming I had had the same opinion which he had with regard to such circulation, I should still be prepared to say that the postal arrangements of Dungarvan were much better than they were before the use of the railway.

2833. Then, neither with regard to the postal communication between Dungarvan and Dublin, and that distant part of the country, nor with regard to the circulation of the immediate towns, is it correct to say that the convenience is less, but on the contrary in every case it is much greater?—In every case much greater.

2834. There has been a decrease in the number of letters at Dungarvan, and that has been said to be occasioned by the bad arrangement of the post, chiefly with Clonmel; is that so?—Such a statement was made; the revenue at Dungarvan has been continually on the decrease, and it was stated that that decrease was probably owing to the fact that the mode of communication with Clonmel and with other towns was very injurious, and that letters were sent by hand; but it was also owned by the same witness that the communication with Clonmel had been so improved that the heavier part of that injury had been done away with. However, it can be shown that the revenue at Dungarvan has continued to decrease notwithstanding that, and that from a calculation based upon a return made up to the 21st of May last, the revenue is still less than it was in the previous year, and in point of fact the revenue of Dungarvan has decreased from year to year during the last six years.

2835. In spite of all the increased accommodation?—In spite of all the increased accommodation; and that decrease has continued even though that cause for sending letters by private means to Clonmel, to which the gentleman alluded, has been done away with.

2836. Mr. *Liddell.*] Is Dungarvan declining in its trade generally?—I should take this as strong evidence that it was so declining.

2837. Mr. *Wilson.*] Mr. Herbert has complained very much of the slow communication from Mallow to Tralee; have you any explanation to make as to those complaints?—I believe Mr. Herbert stated that he did not think he had any ground to call upon the Post-office for the use of a night-mail train to Killarney, or even for the use of a day-mail train to Killarney, and therefore, although something was said upon the subject, it may be unnecessary to go into that. I think the Committee understood from Mr. Herbert that he was not prepared even to recommend the Postmaster-general to use such trains, and therefore I presume what Mr. Herbert said may reduce itself into a complaint made by him as to the late arrival of the cars at Tralee.

2838. Has anything been done in order to accelerate that arrival?—A good deal has been done; when Mr. Herbert first made his complaint, letters were sorted at Mallow for many small places between Mallow and Tralee; in order to prevent that delay the Post-office has, at a considerable expense, put on what we call a travelling post-office, which travels over the line from Dublin to Cork by night, so that those letters which were formerly sorted at Mallow, are now sorted upon the railway, and therefore the 45 minutes which were consumed in sorting those letters at Mallow are now saved to Tralee. There has been great ground to complain of the state of the road over part of the distance from Mallow to Tralee; through the whole of last winter the mails were delayed from 20 to 30 minutes daily by those bad roads; an application on the subject has been made by the Postmaster-general to the Board of Works, and under those applications the roads have been repaired; the Post-office thinks there is fair ground for hoping that no such delay will take place even on the recurrence of winter.

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2839. Viscount *Monck*.] Mr. Alexander has stated that before the use of the Southern and Western Railway, letters posted at Waterford on Monday night, would reach Milford, his residence, by mail-coach, on Tuesday morning, and that now he cannot get such letters till Wednesday morning, unless he sends a private messenger to Carlow?—Before the use of the railway in question, and when the Waterford mail-coach was running through Carlow, there was no post-office at Milford at all, and therefore whatever letters Mr. Alexander got he got from the Carlow post-office.

2840. By special messenger?—I do not know what means he used; Carlow was his post town; there was no post-office at Milford. The facts of the case, as regards Waterford and Carlow, are as follow: when the coach was used, a letter leaving Waterford on Monday evening at 4 p.m. was delivered in Carlow the next morning at 7 a.m.; and now, a letter leaving Waterford at 7.20 p.m. does not arrive in Carlow till 11.15 a.m. There is therefore at present a later dispatch from Waterford, and a later arrival at Carlow.

2841. Mr. *Grogan*.] Are you quite correct with regard to the second delivery in Carlow?—The delivery is at 11.45, which would be giving 30 minutes for the sorting by the letter-carrier of the day-mail letters.

2842. Viscount *Monck*.] Mr. Alexander, in his evidence, gave the Committee an estimate of what the letters of the Milford post-office were; can you give the exact state of facts?—I can; Milford receives 153 letters a week. I believe Mr. Alexander's object was that a bag should be dropped at the Milford station by the railway passing by. To effect this Milford should be made a post town, and should make up bags for all the different towns upon the line, including Dublin and Waterford; the salary of the office would, in such case, be equal to the whole revenue of the letters arriving at Milford, leaving nothing for the cost of conveyance whatsoever.

2843. Mr. Alexander also mentioned, in support of his case from Milford, that the Gowran and Goresbridge postage would be affected by the use of the railway; will you explain what the present state of the postal communication between Gowran and Goresbridge and Waterford is, and how it would be affected by the use of the railway?—I think Mr. Alexander was alluding to a dispatch of a night mail from Waterford to leave that town at 7 or 7.30 in the evening; at any rate, to leave Kilkenny at 8.30. The mail at present leaves Goresbridge at 7.37 p.m., and Gowran at 8.7 p.m.; and if such an arrangement as is alluded to were made, the dispatch from each of those towns would necessarily be one hour and 40 minutes earlier than at present, so far as regards the dispatch. The arrival at Gowran is now 5.13 a.m., and the arrival at Goresbridge 5.43 a.m., and therefore, as regards arrival, no change could give any benefit.

2844. With respect to the evidence of Mr. Fletcher, with reference to that plan of his for carrying the Wexford mail down the Great Southern and Western Line, and so leaving an opening for the employment of the Waterford and Kilkenny Railway for the purpose of carrying the night mails, have you any observation to make?—Mr. Fletcher's anxiety very naturally was to accommodate the towns in the locality with which he is more immediately connected, and perhaps as naturally to get the conveyance of the mails for his line, and therefore he regarded lightly the convenience of the town of Wexford; but if we were to do what he suggested, we should have to dispatch the night mail from Wexford, which now leaves that town at 5.30 in the evening, at 3.45 in the afternoon, and I may say, that if there were no other ground against it than that, such a plan is altogether out of the question. Wexford for many years has had a dispatch of its night mail, at any rate as late as 5.30 p.m., and it would be quite preposterous to take its mail away at 3.45, merely for the sake of enabling the Postmaster-general to use the cost of the Wexford night mail-coach towards paying for the train on the line of railway between Waterford and Kildare. Presuming, therefore, that the Wexford night mail were maintained, there would only be a sum of 1,120*l.* towards paying for this night-mail train from Waterford to Kildare; and the question, therefore, resolves itself into this, whether the company can afford to convey the mails over their line at any rate of payment similar to that, or nearly similar to that?

2845. That is 1,120*l.*?—£. 1,120; the statement of Mr. Fletcher was, that this work could be done by them without increased, or considerably increased, expense to the Post-office.

2846. Without

2846. Without putting on a night staff?—That he could do it without putting on a night staff, and that by so doing it would not cost the Post-office more than it does at present, and therefore I am making my answer with reference to his assertion. By such a train more inconvenience than convenience would be given, as I have shown with reference to Gowran and Goresbridge, and the sum of money would be so small, there being three railway companies concerned, that I imagine those railway companies could not entertain such a proposition.

2847. Assuming that taking the night mail off from the Wexford and Gowran line is a serious objection, would there be any counterbalancing advantage with reference to expediting letters on the other line; how would it affect the payment of those railways?—That depends upon what hours might be selected; Mr. Fletcher named certain hours, and those certain hours would give no advantage to any town at all, but would give, as I have shown, a certain disadvantage, I am taking it for granted that his arrangement as regards Wexford could not be entertained for a moment; the inconvenience that would be occasioned by it to Wexford, and to all the towns up from Wexford to Dublin, would be so great that I do not think the Postmaster-general could entertain it.

2848. So that, according to your view, the result of Mr. Fletcher's plan would be a great disadvantage to the town of Wexford, and no counterbalancing advantage at all to the towns on the other line?—Exactly so.

2849. Supposing his plan to be carried out?—Supposing his plan to be carried out; but I look on it as quite impossible that his plan could be carried out as regards Wexford.

2850. One of the suggestions of Mr. Fletcher was, that the trains should leave Waterford at seven o'clock in the evening?—I do not think he quite fixed that hour; but I think seven was mentioned.

2851. That would be earlier than it leaves now?—It would be earlier than the present dispatch; I think he afterwards suggested it might be later than that; in fact, the great object was to effect a dispatch from Waterford which would enable the company from Kilkenny to Carlow to run over their line not at a late hour at night.

2852. With reference to the transmission of the post between Clonmel and Kilkenny, there was a statement made here by Mr. Wilson Kennedy, that a letter leaves Clonmel at half-past eight in the evening, goes to Goold's Cross by a one-horse car, thence to Dublin by rail, down again, and is delivered at Kilkenny at 12 o'clock the next day; the distance between Clonmel and Kilkenny being 31 English miles; is that correct?—No; the statement made by the witness has been repeated in the newspapers in Ireland.

2853. In what respect is it incorrect?—The letter, instead of going up to Dublin and coming down from Dublin to Kilkenny, arrives at Kilkenny at a very early hour, and goes out for delivery at seven o'clock; so that a letter posted at Clonmel, and leaving that town by the mail at 8.45 p.m. on Monday, is delivered in Kilkenny by the letter-carrier at 7 a.m.

2854. By what route?—By Thurles.

2855. *Chairman.*] As to Waterford; the mail from Dublin arrives at about five o'clock in the morning?—At 4.45 in the morning.

2856. And the delivery commences when?—At seven.

2857. And the correspondence from Limerick, Clonmel, and so on, comes in at a later hour?—Yes.

2858. And there is a second delivery in the morning?—The letters so arriving are so sent out by the second delivery.

2859. I think you stated in your examination to-day that there was no inconvenience in a second delivery to merchants, and that they rather desired it?—I stated that second arrivals of mails were very much desired by merchants.

2860. Second arrivals; that is, the night and day arrivals, but not two morning arrivals, surely?—Yes.

2861. Take the present case; do you think it is more convenient for merchants to have their correspondence from Dublin delivered an hour before their correspondence from Cork and Limerick?—That depends upon which way you look at it. I think it is more convenient to merchants to have their Dublin letters delivered before their Cork letters, than to have them detained for their Cork letters; but I think it would be also much more convenient to them to have their Cork letters delivered as early as their Dublin letters, if that could be done. If the arrival is necessarily a late arrival, merchants would sooner have those letters

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which can be delivered earlier, so delivered, than to have them detained and delivered with the second arrival.

2862. The object of my question is of course to elicit an explanation of what your evidence is intended to convey; I think you stated to-day that it was rather to be desired by merchants that there should be two arrivals and two deliveries of mails?—I did not mean to say that merchants would not sooner have the identical letters which come in the afternoon brought to them in the morning; if it were practicable, of course they would desire it; of course if a merchant, or any person else, could get a letter which is now delivered by the day mail delivered to him in the morning, he would prefer it; but he would prefer having the letter delivered by the second delivery by the day mail, to having it detained to the next morning delivery.

2863. Let us confine ourselves to a case which actually does arise in Waterford; do you consider that a merchant would prefer having things as they are at present with regard to the arrival of the Dublin letters, and with regard to the Clonmel, Cork, and Limerick letters?—Certainly not.

2864. Then they do desire to have the delivery of two mails at the same time?—They certainly desire to have their Cork letters delivered with their Dublin letters in the morning.

2865. Do not you think that the delivery of the Clonmel, Limerick, and Cork mail at Waterford at the same time as the Dublin mail is quite practicable?—Quite practicable as regards the possibility of doing it; but not practicable as regards the proposed expense of doing it.

2866. Let us leave out the question of expense for one moment; it is quite practicable by the use of the railway to accomplish that object?—I do not think I can answer that question without reference to expense.

2867. Surely you can answer as to the practicability of it; could not you say it was possible; suppose a railway company said, "we will give you the use of the railway for nothing"; then the question of expense would not arise?—In that case of course we could do it.

2868. Then there is a possibility of your doing this by the use of the railway?—Certainly there is, and we should do it if the company would carry it for nothing.

2869. What time does the mail take going from Clonmel to Waterford by the present mode of conveyance?—Three hours and 53 minutes.

2870. Can you inform the Committee what time the railway takes to perform the same journey?—One hour and 15 minutes.

2871. Then there are two hours and a half or more difference between the time occupied by the railway and by your postal conveyance?—Including the time that we should take in conveying mails from the stations to the post-office, there might be two hours and ten minutes.

2872. Those two hours and ten minutes would enable you to give an hour earlier arrival at Waterford, and an hour later dispatch from Clonmel, or two hours earlier arrival at Waterford, if it were necessary?—The alteration in the dispatch from Clonmel would not be of any consequence.

2873. The fact is, is it not, that there would be two hours saving of time by the use of the railway from Clonmel to Waterford?—The journey would be done in two hours less time.

2874. And by that means the arrival of the Clonmel mail could take place in Waterford so as to have the delivery at the same time with the Dublin mail?—Yes; that same fact has been admitted and stated in evidence by me in answer to questions from the Committee already; if a night-mail train from Limerick to Waterford were used, the letters from Limerick, Cork, and Clonmel would reach Waterford in time to be delivered together with the Dublin letters.

2875. Besides saving the second delivery in the morning at Waterford of those letters, it would accommodate the bye-post served from Waterford without occasioning the delay which occurs at present by keeping the Dublin correspondence waiting for the Cork, or dispatching the Dublin without the Cork?—It would not so benefit one of the sub offices under Waterford, which receives the greatest number of letters; but it would so benefit most of the other sub-offices; it would not so benefit Tramore, but it would so benefit Dunmore.

2876. Why would not it benefit Tramore?—Because we are obliged to use trains at the hours at which they run for the passenger traffic.

2877. Is there not a train that leaves earlier, so as to take out the Dublin correspondence

correspondence to Tramore at present without waiting for the Cork?—I do not think there is such a train through summer and winter.

2878. Mr. *Grogan.*] What is the present mail train from Waterford in the morning?—There is a train now running in the week days at 6.45 a.m.

2879. That could take the Dublin letters now?—It could do so; I presume that train does not run through the whole year; I do not know how that is. What I mean to explain to the Committee is, that we should not have the power of altering the dispatch of the mails to Tramore as we have the power of altering the dispatch of the mails to Dunmore and Passage and other towns, because we must take the time of the trains as fixed by the company.

2880. *Chairman.*] What is the hour of the dispatch of the mails to Tramore? It appears to be 8.40 by the bills.

2881. Do you personally know the hour at which the mail is dispatched from Waterford to Tramore?—I do not know beyond the statement of the time-table.

2882. With regard to the dispatch from Waterford to Clonmel, it is now at 4.30, I believe?—It is.

2883. Of course, that car takes the same time going to Clonmel as the car does coming from Clonmel to Waterford?—Yes.

2884. It arrives at the post-office at a quarter before nine?—It arrives at 8.23 p.m.

2885. And the delivery takes place at the post-office to those persons who go to the post-office at a quarter before nine?—Yes.

2886. And since the Committee commenced its sitting you have extended the time for the delivery at the post-office from 9 until 10?—Yes.

2887. I suppose the Post-office considered that really there was a case made out against them upon that point?—The rule in that case is, that all post-offices shall be kept open till 10 p.m.; that is the general time or hour named, unless there be some peculiar reason why the rule should be departed from; and it is in accordance with that general rule that the order was given.

2888. Mr. *Grogan.*] When was the rule made?—More than 10 years ago; more than 15, I should imagine.

2889. *Chairman.*] Why was not it applied to Clonmel before now?—I am not prepared to say why the office was not kept open immediately previous to this; some time ago, I presume, there was no necessity for it.

2890. Perhaps you are going back to the time of mail-coaches, before the railway?—The hours of the mails have been altered very much in and out of Clonmel, from different circumstances; it can be easily understood that when the departure from Clonmel of the night mail was earlier than it at present is, say at 7.45 instead of 8.45, there would then have been time for such a delivery after the dispatch of the mail, and before nine.

2891. You say the use of the railway would give you two hours more time for the dispatch at Waterford, or for the arrival at Clonmel; would not that be a great accommodation to the public, whether it was effected either at Waterford or Clonmel, or at both places; would it not, for example, be a great convenience to Waterford if the time of the dispatch of the Clonmel letters were later?—No, it would not be a great convenience.

2892. Why not?—I can hardly say why it would not; a dispatch at 6.40 instead of 4.40 of bye correspondence from such a town as Waterford is not a great advantage; in the first place, the number of letters so to be dispatched is small; and in the next place, business hours are for most purposes over.

2893. I think you stated in your evidence, on a former day, that there was very great intercourse between Waterford and Clonmel?—I am prepared to state so.

2894. The only time which they have at present, and the only mode they have at present for a direct postal communication between the two towns is this dispatch at 4.30 in the afternoon?—It is.

2895. Do not you think that a later dispatch, giving another hour or two for the correspondence, would be a great convenience?—It all depends upon the meaning of the word "great;" if it could be done at a trifling expense, I should be prepared, if Waterford were my district, to recommend the Postmaster-general to do it; if the expense was great, I should say I should not recommend it; I do not think it would be a great advantage.

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2896. If the merchants themselves at Waterford, and if the public of Waterford, and the merchants and public at Clonmel, think otherwise, do not you think that their opinion, founded upon their knowledge of their own convenience, ought to have great weight as against your own speculative opinion?—I think their opinion should have some weight, but I do not think my own opinion is a speculative opinion.

2897. Must it not be a speculative opinion, as compared with their practical knowledge of their own convenience?—I think not; because my attention, during almost all my life, has been peculiarly drawn to postal matters, and it has been my peculiar duty to do what I can to improve postal accommodation; and therefore I think my own opinion as to what would improve the town is not a speculative opinion.

2898. Do you mean to say that the merchants of Waterford do not understand their own business better than you can by possibility, without having the same practical knowledge of their business which they have themselves?—If one man wanted to post a letter at six o'clock instead of five, he would probably think that he received a great advantage by being able to do so; but if the community only looked at his want, they would think it was a very small advantage.

2899. Is it the fact that there is only one individual in Clonmel, and only one individual in Waterford, to double the number you put; if it were the case, as you put it, that there was only one individual in Waterford, and one in Clonmel, who would be convenienced by this change, would there be memorials and deputations to the Lord Lieutenant and to the Postmaster-general upon the subject?—There might be such deputations, if a company in which they were interested were to receive 6,000 *l.* for carrying that letter.

2900. Do you desire to convey to the Committee the impression that all the efforts that have been making in Waterford and Clonmel for some time past, have not been at all for the public convenience, but merely for the benefit of the railway?—No, I do not wish to do that at all.

2901. Do not you think your former answer would tend to leave that impression upon the Committee?—I hope it will not have that effect; but I think it is very natural that men should have a bias in their minds, and that without any intention of misrepresentation upon a subject, and that they should be led to wish for one object, when their reason for wishing it is connected with another object.

2902. Then I understand that if your former answer left that impression you wish to withdraw it?—I do not wish to withdraw the words I used.

2903. But your words I fear will convey that insinuation to the public?—I certainly intended to make no insinuation against any one.

2904. Did you get any official knowledge of those memorials which were sent to the Post-office upon the subject?—I know there are such memorials.

2905. Do you know the contents of those memorials?—I cannot say that I know them verbally.

2906. Are you aware that one of the facts stated in those memorials was this very complaint, that there was an early dispatch, which was found an inconvenient one?—Yes, I am aware of that.

2907. Independent of the inconvenience which I assume there is to the public from this early dispatch of the Clonmel mail from Waterford, is there not some inconvenience from that suffered by the bye-posts?—There is.

2908. Would not all those inconveniences be remedied by the use of the railway to Clonmel?—The bye-posts which now send letters to Cork, so that they arrive at that place by the day mail in the afternoon, would send those letters so that they should arrive in Cork for the first delivery in the morning.

2909. That would be some convenience, of course?—It would be some convenience.

2910. Now we will go to Clonmel; by the present mode of conveyance there is a very early dispatch of the mail from Clonmel to Waterford?—A very early dispatch; so early that it is tantamount to a very late dispatch; it is a night dispatch.

2911. It might be as well at 10 o'clock at night?—A dispatch at 10 o'clock at night would be perhaps not just as good, because at present a man posting a letter at 11 o'clock at night, in answer to one which he had received at nine, has a delivery of his letter the next morning in Waterford, and if the dispatch were at 10 o'clock he could not so post the answer.

2912. Even in that case he must go to the post-office to see if there is a letter for him?—He must go or send to the post-office window for that letter.

2913. I think you have stated already with regard to a day-mail to Limerick, that an advantage would be derived by the use of the railway instead of the present conveyance by Goold's Cross, with regard to Cahir, Clonmel and Tipperary?—Yes, I did; I stated that so much additional time would be gained by those towns.

2914. Supposing the railway were used instead of the present mode of conveyance from Waterford, could there not be a later dispatch from Waterford and an earlier delivery at Clonmel, so as to save the post-office from keeping open till 10 o'clock, and in fact to afford a delivery through the town?—If there were a despatch by railway at 5.30 in the evening from Waterford, those letters would reach Clonmel in time to be delivered by the carrier the same evening through the town.

2915. Would not that be a great convenience?—It would.

2916. I think you stated in your former evidence also, that before the railways were opened there were two mails in the 24 hours passing between Waterford and Clonmel?—There were two mails in the 24 hours passing between Waterford and Clonmel.

2917. And now there is but one?—And now there is but one.

2918. And that, as it appears, at an inconvenient time of dispatch from Clonmel and from Waterford, and at an inconvenient time of delivery at both places?—I would hardly say that; but there is but one instead of two.

2919. Have you any knowledge, except that which you have derived from hearing the witnesses here, as to the use of other modes of communication than the Post-office affords; I mean by parcels, by railway and by car?—No, I have no knowledge of it other than what I have heard in the Committee in this peculiar locality; but I am certain that some amount of communication of that kind takes place in all districts.

2920. I think you stated that the Portlaw service was so well performed that it could not be possibly better?—I think I said it was so well performed that the use of the railway could not improve it.

2921. Then it can be improved without the use of the railway; are we to understand that?—If we were to run a direct mail-coach into Portlaw from Mullinavat with the day mail, the mail-coach would go quicker than the foot messengers go, and we should improve it certainly.

2922. Is there no other way of improving it than by a mail-coach?—Mr. Malcomson does not seem to like a mail-car; I do not know of any other means.

2923. Did he apply his dislike of the mail-car to that particular route?—I understood Mr. Malcomson to object to such mail-cars as are used in the South of Ireland.

2924. Do not you think that the communication to Portlaw would be improved by the use of a one-horse car, that is supposing it were a good one, from Mullinavat to Portlaw and to Carrick?—It would.

2925. Then it is possible to improve the communication without using a mail-coach?—It is possible to improve the communication by using a mail-car for the day mail in the same way as we do for the night mail; I should not be prepared to say that it was impossible to improve any communication in the whole kingdom.

2926. Do not you think that your former answer conveyed the impression that Portlaw was so well served that it could not be possibly better served?—The impression which I intended to convey was this, that Portlaw receiving a very small number of letters, and having been till lately served once a day by an inconvenient mail, had now two mails running to it at very convenient hours.

2927. If your answer is that Portlaw is much better served than it was before, I do not think I need ask another question upon the subject; but when you conveyed the impression that Portlaw was so well served that it could not be better seved, that induced me to ask the question?—It is as well served as it could posibly be, taking into account the nature of the correspondence and the amount f its revenue.

2928. Viscount *Monck*.] Do not you think that it is much better served than the majority of similar places in England, Ireland and Scotland?—Much better served.

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2929. *Chairman.*] What is the class of foot messenger conveying the correspondence of Portlaw, Mullinavat and Carrick?—I cannot say; I think it is conveyed by a messenger appointed by Mr. Malcomson.

2930. Is it any part of your duty to inspect those messengers or runners?—In my own district it is.

2931. Who inspects them in Waterford?—If a man did not keep his time, it would be Mr. Kendrick's duty to see that he was removed. I cannot say that Mr. Kendrick inspects the men. The postmaster of the town at which he lives should complain if he is late.

2932. In fact you are not able to say as well as Mr. Kendrick could say, if he were here, how that postal service is performed?—I think I am as able as Mr. Kendrick would be, because if you were to ask me about any messenger in my own district, presuming that no complaint had reached me about him, I probably could not say what sort of man he was. Mr. Malcomson made no complaint as to late arrival of the foot messenger.

2933. Viscount *Monck.*] It is no part of the duty of the surveyor to see those messengers, unless some complaint is made as to want of punctuality?—As I have before stated, it is not. When we make periodical surveys of towns we inquire into the competency of all the people employed.

2934. *Chairman.*] Who has the appointment of those messengers?—The Treasury has the appointment.

2935. Then they are Government officers?—Yes; they are appointed by Members of Parliament generally.

2936. You never heard of any one of them being appointed by my interference?—I should not call it an interference; when the Members do not make the appointments, the surveyors generally make them.

2937. But you cannot say of your own knowledge that a Member made that particular appointment?—Certainly not.

2938. For aught you know, in fact, this man might be an old woman?—I should not say that a man might be an old woman.

2939. But this messenger that you speak of might be an old woman; a suggestion of that sort has been made?—I think that was an allegorical statement.

2940. You know so little about this matter of which you are giving evidence, that you cannot tell whether the foot messenger is a man or a woman, or a boy or a girl?—I am certainly not able to state what the foot messenger is, but it is not from any want of knowledge of the district that I am not able to do so; if it had been necessary to prove that, probably the best person to have summoned would have been the postmaster of Portlaw; I should be sorry to induce the Committee to understand that I could give information as to the sex of all the people who carry bags in my own district; it would be impossible that I could do so, or that any person in my position could do so; no complaint was made of late arrival at Portlaw; I think Mr. Malcomson said, that at one time it was a boy, and that there was an old woman.

2941. Mr. *F. Scully.*] Did not he write a letter to the Post-office authorities in Ireland, stating that he was anxious to get a car instead of a foot messenger?—I dare say he did; but if Mr. Malcomson makes complaint of the unfitness of any foot messenger, I undertake to say that it would be attended to; I do not mean to say the man should be changed, because it would be very hard if we were to change all the messengers upon a complaint being made of them, but an inquiry would be instituted into the circumstances.

2942. Did not he make a complaint of time being lost?—I do not think he made any complaint of the time not being kept by the foot messenger; I have no doubt he complained of the messenger being a long time coming, and that a car would come quicker. It was not, however, a complaint made against the foot messenger, but as to the means of conveyance; this man to whom Mr. Malcomson alludes only came from Fiddown.

2943. *Chairman.*] He is in connexion with another man who comes from Mullinavat to Fiddown?—Yes, he is allowed one hour coming from Fiddown to Portlaw.

2944. The illustration of the letter Y, of which you spoke, will answer the purpose here; there is a postal messenger leaves the station at Mullinavat and comes to Fiddown?—Yes.

2945. And he meets two messengers there to whom he gives the bags, one for

for Carrick, and one for Portlaw, just making the letter Y we were talking about?—Yes.

2946. Can you tell what is the time allowed by the Post-office for the performance of that duty by the Mullinavat man; what time is he allowed to bring those bags from Mullinavat to Fiddown?—Two hours and 25 minutes.

2947. What is the distance?—I believe the distance to be 8½ miles, but I do not speak positively.

2948. From Fiddown to Portlaw, what is allowed?—One hour.

2949. Then three hours and 25 minutes is allowed for the whole distance?—Three hours and 25 minutes is allowed; there has been a change lately; it did come by Dunkit very lately; it now comes from Mullinavat. I believe I have given the hours correctly.

2950. Do you suppose they keep that time the whole year through?—I do.

2951. The whole year, summer and winter?—The whole year, summer and winter: the Irish messengers keep their time very accurately. I do not mean to say he has never been late any one day, but as a rule I believe the time is very correct.

2952. You left the impression upon my mind (I do not know whether you did upon the minds of other Members of the Committee) that the Post-office waited until they received a complaint before they looked into any service that was performed, however incorrectly, by the Post-office servants?—If I left such an impression I made a great mistake. We have a time-bill made out of every mail-car daily, which comes to the surveyor every week; every day's time-bill is checked by the surveyor's assistant, and therefore we check the arrivals and departures of all mail-cars daily; and there is also a time-bill kept of every runner's or messenger's work, which is checked by the postmaster, and in the event of there being delay and irregularity, then that is referred to the surveyor; the surveyor does not see the time-bills as to the bags carried by the foot messengers unless there be irregularity.

2953. Mr. *Liddell.*] Does the local postmaster keep the time-bills of those various messengers?—Of the foot messengers the local postmaster keeps the time-bill.

2954. Mr. *F. Scully.*] In this case was the messenger the son of the local postmaster?—No; that was the man who carried the bag from Kilmacthomas.

2955. *Chairman.*] I allude not only to the service by foot messengers, but to the service generally, as to inconvenience felt by the public from the Post-office arrangements generally?—If you will refer to any particular kind of inconvenience, I can answer; with reference to late arrivals of mails, I have stated that we have time-bills every day.

2956. You say you do not wait for complaints from the public to remedy any inconvenience?—No.

2957. Then as to the hours of dispatch and delivery, do you wait for representations from the public as to the inconvenience of those hours, before you attend to the matter?—No; what we do is this: when any circumstance occurs to alter the hours of the post, such as the opening of a line of railway, say from Dublin to Maryborough, the surveyor, before the measure is carried out, has to consider all the circumstances of the case, and to report to the Postmaster-general what steps can be best taken for the accommodation of the public; he uses his best discretion, and if the proposed expense be not too high, the Postmaster-general sanctions it, and then the measure is carried out.

2958. How long was the inconvenience of having but a quarter of an hour for the delivery of Waterford letters at Clonmel, and that at the post-office window only, in existence, before the Post-office became aware of it?—Some considerable time; two years perhaps.

2959. And they became aware of it only by means of the statements made before this Committee?—Yes; I am not prepared to say that the Post-office is infallible, and that inconvenience cannot occur to the public in any instance which the Post-office does not of itself remedy; I only speak to what the practice is.

2960. In this particular case, where the inconvenience existed for so long a time, and in which they have now given five times the amount of time the public had before, it did not come to the knowledge of the Post-office, until their attention was awakened to it by the evidence before this Committee?—So far from

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there being any previous complaint of it, a complaint has been made to me by a gentleman, since the Committee sat, of the alteration which has now been made; he has expressed to me his great regret that we should have made the change.

2961. Mr. *F. Scully.*] On what ground?—I believe he grounded it upon the fact that it would cause trouble to the persons employed in the Post-office.

2962. Did he give it as his opinion, that it would be beneficial to the persons in the town?—He expressed to me his great regret that we had done it; that was Mr. Wilson Kennedy.

2963. Are any records kept in the post-offices in Ireland as to the arrangements of the postmasters in their several offices?—There is such a record kept in large towns; in Clonmel such a record is kept.

2964. Mr. *Grogan.*] Does that answer of yours apply to all the post towns?—No; it depends upon the nature of the town, and upon the number of persons employed; if there is a regular staff of postmaster and clerks, such a record is kept.

2965. *Chairman.*] Had this quarter-of-an-hour grievance at Clonmel been made a subject of complaint, by memorial, before this Committee sat?—No.

2966. You did not see the memorials that were presented to the Postmaster-general, and to the Lord Lieutenant, by the people of Clonmel and Waterford?—I do not think that any complaint was made, even in those memorials, of the fact that only 15 minutes were allowed; but I do not speak with certainty.

2967. I am sorry to be obliged upon that subject to say that you have no knowledge of the memorial?—I do not pretend to have a knowledge of the memorial.

2968. Then you cannot state whether this matter has been already complained of to the Post-office by memorial?—Inquiry has been made at the Post-office whether such complaint existed, and we have found no trace of such complaint, and therefore we say it has not been made, but I have never read that memorial.

2969. Mr. *Grogan.*] Then how could you say that you do not think the particular point we are now inquiring into was contained in it?—Because I made inquiry, and I could find no trace of such complaint; if the point had been brought forward I should probably have heard of it.

2970. You are not aware of the details of the memorials?—I am not aware verbally of the details of the memorials.

2971. Are you aware of the purport of them generally?—I should be sorry to state in evidence that I am aware of the details; I am aware of the general facts.

2972. If you are not aware of it, how can you give an answer to a matter of detail?—I can give an answer to the general effect.

2973. How can you give an answer to a matter of detail contained in a memorial as to the purport or details of which you profess ignorance?—I do not profess to give such an answer.

2974. If I understand your former answer, you have said in reference to the particular complaint as to its being kept open only a quarter of an hour, you did not believe it was in the memorial?—I did say so.

2975. How can you give such an answer with reference to a matter of detail being or not being contained in a memorial upon the details of which you profess an entire ignorance?—Because I made an inquiry as to whether any such complaint had been made to the Post-office, and though I do not mean to say it is a positive fact that no such complaint has been made, I cannot ascertain that there was any trace of such complaint, and therefore I say to the best of my belief I do not think such complaint has been made in the memorial.

2976. Mr. *F. Scully.*] With respect to these memorials, before whom are they laid?—If it was a memorial merely as to the arrival and delay in Clonmel, it would be immediately referred to the surveyor.

2977. If it was made to the Postmaster-general, to whom would it be referred for investigation?—It would probably go the surveyor, but that would depend upon the circumstances connected with it; it might not be necessary to send it to the surveyor at all.

2978. Mr. *Grogan.*] Was it of their surveyor or the local postmaster that you made inquiry as to the memorial?—I did not make inquiry as to the purport of the memorial at all.

2979. I understood you to say, in an answer which you gave a short time ago as to the quarter-of-an-hour, that though you had not yourself seen the memorial and

and were ignorant of its details, still you had made inquiry at the Post-office, and that, in consequence of the answer you had received, you did not think that particular grievance was alluded to in the memorial; from whom did you make the inquiry which led you to form that opinion?—I should explain to the Committee, that I do not know even what memorial they are alluding to. I did not intend to say to the Committee that I had inquired into the contents of any memorial; though I am aware that memorials have been sent from Clonmel and from different parts of the South of Ireland for greater postal accommodation, I am not aware of any express memorial.

2980. Then to what did you refer in your answers?—I referred to the fact, that inquiries were made at the Post-office as to whether there were any traces of complaints.

2981. Of this particular fact?—Of this particular fact.

2982. From whom at the Post-office were the inquiries made?—We searched for papers upon the subject.

2983. Where?—In London, and I also wrote to the Secretary's office in Dublin for information upon the subject.

2984. The answer you got from Dublin went only to this, that there was no evidence of such complaint?—I got an answer from Dublin, to say that there was no record there of any complaint having been made upon the subject, and I learnt that no trace of any complaint upon the subject was to be found in London; but in making my inquiry I made no allusion to any memorial.

2985. Viscount *Monck*.] There is no allusion to that particular point in the memorial?—I am aware that if a memorial contained such a point as that, the point would have been referred to separately from the rest of the gist of the memorial. Perhaps you will allow the fact to appear in the evidence, that that point is not referred to in the memorial, because otherwise it will be collected from the evidence that it is in the memorial.

2986. I have not yet seen any memorial in which it is made a ground of complaint?—I think it should appear in the evidence that there is no ground for saying that the Post-office has neglected such a ground of complaint.

2987. I understood the last answer which you made to Mr. Grogan to be to this effect, that in the Post-office records are kept of all complaints from the several districts with regard to postal arrangements?—A register is kept of all papers, complaints, and other things.

2988. In that register you have yourself searched for this particular grievance of a quarter-of-an-hour being too short a time for the delivery at the post-office in Clonmel?—Yes.

2989. And you have found no trace of such complaint having been made?—I have found no trace of such complaint having been made; and upon reference to the Dublin office I was informed by letter from thence that no such complaints can be found on record there.

2990. Mr. *F. Scully*.] You have not seen the memorials yourself?—I have not.

2991. To whom would the memorials be referred?—That depends upon what is in the memorial.

2992. Do all the memorials go over to the Post-office authorities in England?—If any complaint was made as to non-delivery at any town, it would go immediately to the surveyor; but if a memorial was presented to the Postmaster-general, praying him to use a certain railway at a certain expense, it might not go to the surveyor.

2993. Have you seen a memorial complaining that the arrival of the mail in Clonmel is so late in the evening, that there can be no delivery till the next morning?—No.

2994. To whom would a memorial of that kind be referred in Ireland?—I am not aware that there is any such memorial; if there be any such memorial, it would be referred to the surveyor of the district, and the ground of complaint, I have no doubt, would be remedied.

2995. Was any memorial forwarded to Lord Canning a few months ago?—I cannot deny that such a complaint has been made. I merely state the facts within my knowledge.

2996. *Chairman*.] This inconvenience has existed for a long time, according to your own statement, and the Post-office took no trouble to remedy the inconvenience till after this Committee sat; and then the mode in which they remedied

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the inconvenience was to extend the time from a quarter of an hour to an hour and a quarter?—Exactly.

2997. Of course you are not accountable for their not having taken any notice of the memorials, and not having referred them to you. Now, with regard to the 900 *l.* revenue which you say is obtained from letters which would come by the day mail as proposed, does that include the letters coming and going?—As to the day mail from Dublin, it only includes the letters coming to Cahir, Clonmel, Carrick and Pilltown.

2998. Not the letters going back by the return day mail?—Not the letters going back by the return day mail. With regard to the other letters, such as the letters from Cork to Waterford, or from Waterford to Cork, it includes both.

2999. But it does not include return letters from Clonmel?—No; our habit is only to take the letters one way, because otherwise we should count the letters twice over.

3000. When you state the cost of 1,022 *l.*, is that the cost both ways, both going and coming?—That is the whole cost.

3001. Both the cost of the mail going to Waterford and coming from Waterford?—The whole cost of the mail going both ways.

3002. But you only take into account half the correspondence?—I have taken into account a great deal more than half the correspondence.

3003. Not the correspondence both ways?—All the correspondence both in and out of Limerick that would be benefited.

3004. From Clonmel to Waterford, or from Waterford to Clonmel?—Yes; I have taken into consideration all the letters which would be benefited from Clonmel to Waterford and from Waterford to Clonmel both ways.

3005. I thought you stated just now that it was not your practice to take into account more than the one receipt of letters?—We have taken into consideration all letters which would gain both ways, that is, which would gain an entirely new circulation, but we have not taken into consideration those letters which would only gain an hour's increase of acceleration both ways; those which would gain an entire new day circulation we have taken in both ways.

3006. How do you make out that 900 *l.* revenue?—We have taken letters going by the day mail from Dublin, and other places, to Cahir, Clonmel, Carrick and Pilltown, which are all towns which would receive an accelerated mail; then we have taken into consideration all letters from Cork, from Mallow, from Buttevant, from Charleville, from Kilmallock, from Tipperary, from Cahir, from Clonmel, from Carrick-on-Suir, from Waterford, from Pallas Green, from Limerick, from Thomastown, from Kilkenny, from Athy, from Carlow, and from Ross, which would be accelerated by the use of the proposed day-mail train. I have taken all the letters which could fall into such a circulation going in both directions; I have taken all letters posted, for instance, from Clonmel for the town of Waterford, for the town of Limerick, and for the town of Cork; I have taken them both ways going from Clonmel; then I have taken those going from Waterford to Clonmel and Limerick; and therefore of course, if I have taken them from Clonmel to Waterford, and from Waterford to Clonmel, I have taken them both ways.

3007. I understood you to say that the 900 *l.* included only the amount of correspondence going one way, and not the return correspondence going the other way?—I think I said, or intended to say, that it included all the correspondence going by the Dublin day mail in one way only for the towns of Cahir, Clonmel, Carrick and Pilltown.

3008. Mr. *F. Scully.*] Would Tipperary be benefited?—It would be benefited only half an hour, and that amount of benefit would in point of fact be nothing to Tipperary.

3009. *Chairman.*] Then that 900 *l.* actually includes the whole of the correspondence going to and from all those places?—It includes the correspondence going to and from all those towns which I have named, the correspondence circulating between each other; but it does not include the correspondence going to Dublin.

3010. With reference to the cost of 1,022 *l.*, what number of miles do you make out?—Mr. Page will give evidence as to the cost of the railways, that being under his control; 9 *d.* a mile is the cost for the distance from Limerick to

to Waterford, deducting the present sum which is paid between the junction and Limerick, which I believe is 1*s.* a mile.

3011. I think you said in your evidence that some one had stated to the Committee that there was an improper contract from Goold's Cross to Clonmel, last winter?—I said there was no such improper contract last winter; I said I conceived that an erroneous statement had been made to the effect that there was such a contract last winter, but the contractor to whom allusion was made, held his contract only from the 21st of February 1853 to the 5th of October 1853.

3012. Who made that statement, that there was an improper contract from Goold's Cross to Clonmel?—I think it was made before the Committee.

3013. You cannot say who made it?—I think Mr. Scully stated it as his opinion that it was so last winter.

3014. I ask this question, because as I understood the answer which you gave to the question, there would be an impression left upon the minds of the Committee and upon the minds of the public, that it was alleged by some one in evidence here, that there was an improper contract from Goold's Cross to Clonmel last winter; whereas, as far as I can remember, I do not think there was any such statement made?—It was certainly said that the two accidents alluded to, and by the effect of both of which the mails were left either upon the road or in a field, occurred within the last 18 months; that was certainly stated before the Committee. It appears that of the two accidents referred to, neither occurred within the last 18 months. I think it was also stated that the mails were very irregular last winter, and it was conceived that those two accidents were a part of that irregularity; I think if the evidence be read, it will be found that that is the inference to be drawn. Mr. Bianconi was the contractor for both cars for the last winter; a man of the name of Corcoran was the contractor from the 21st of February 1853 to the 5th of October 1853, and although at the time of the change, his tender for the service was the lowest, he was not allowed to continue the contract, because of those accidents to which reference has been made.

3015. Without at all throwing any blame upon the contractor, the impression, as I take it, of the evidence was this: that there was an unsuitable mode of conveyance for such a length of way used by the Post-office, and that though the contractor might have done the best he could with the sort of conveyance he was bound to give, yet the public were inconvenienced by the Post-office making a contract with any contractor for such a mode of conveyance?—That was not the impression left upon my mind; and if that impression was left upon the mind of the Committee, I think I may remove the impression so left upon their minds; because this contractor, who unfortunately held the contract for those seven months, was very irregular, and the contractor who held the contract before, namely, Mr. Bianconi, was not irregular, and the same contractor who has held the contract since has not been irregular since.

3016. Mr. *F. Scully.*] But as to the irregularity; you have given no evidence as to whether the contractor was irregular or not last winter?—I can find no record of such irregularity existing, but I immediately found a record of those two instances referred to; we found all the papers concerning it, that an inquiry had been made, and that the matter had been gone into at very great length in both instances.

3017. Are there any records of complaints of the time of arrival of the mail-car in Clonmel for the last 12 months?—I cannot find any; but if no complaint is made of any irregularity, and if the officers of the Post-office are not aware of any such irregularity, it may be supposed that none such exist.

3018. *Chairman.*] You stated in your evidence on a former day, that if one irregularity occurred you were sure to hear of it; but if there was a uniform irregularity it was passed over as a matter of course, and there was no complaint made of it?—No; I think hardly that. I said it would sometimes occur that a continued irregularity existing, as the normal condition of the mail-car, would not be complained of by the public, and that a regular car which might happen to be late upon one particular day, might become the subject of complaint; but I did not say that such things always happen; I say that such circumstances may occur, and do occasionally occur.

3019. There is no record, or, at least, you have no record to which you can refer, showing whether in this particular case, with regard to the car from Goold's Cross to Clonmel, the arrival is regular or not?—It may be possible that

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such a return can be given by the postmaster of Clonmel, but I cannot say that he can do so.

3020. Suppose it was late half an hour every day for half a year, that is passed by by the Post-office unless complaint is made by the public to the Post-office authorities?—Certainly not; I have stated before that that cannot be the case, because the time-bills of every car are examined from week to week; in point of fact, if a car were half an hour late, the time-bill would be sent by the next post to the surveyor.

3021. Then there is a record of those delays kept?—Those time-bills are not kept except where the cars are always irregular; if a car is regular the time-bill is not kept.

3022. Suppose there was irregularity in this case, nevertheless you cannot tell whether there was or not?—I think there is very strong evidence that there was not irregularity; if there had been irregularity there would have been complaints; the non-existence of complaints would seem to prove that there has been no irregularity.

3023. But has there been any record kept to show that there have been those irregularities, or that there have not?—If there had been irregularities there would be a record. It is possible that an accurate return may be made; I should not like to promise it of the arrival of all the mails at Clonmel.

3024. Can you tell whether there is a record or not?—A record could certainly be given of such irregularity if any evil had resulted to Clonmel from such irregularity, because the hours of dispatch of the letter-carriers at Clonmel, from day to day, are stated, and if the arrival was so late as to prevent the dispatch of the letter-carriers at the regular hour, that can be stated, because the time of the dispatch of the letter-carriers every day is stated in a book.

3025. Can you state whether there have been irregularities in the arrival of the cars there, or not?—I cannot.

3026. Not from any records in the post-office?—No. In looking at the documents in the post-office I find a record of those accidents stated by Mr. Kennedy, but none others; those two accidents, in one of which the driver was drunk, and in the other of which the driver seems to have been physically unfit for his work, and to have gone to sleep.

3027. Mr. *F. Scully.*] Are you quite positive that no accident of a similar nature has occurred since that time in the last twelve months?—No, I cannot say that I am positive that no accident has occurred; I dare say delay occurred during the snow.

3028. That the bags were left in the road, or anything similar to what Mr. Kennedy stated in his evidence?—I think I may state, that no accident of that description has occurred at all within the last 18 months; I do not positively state that. The peculiar circumstances alluded to by Mr. Kennedy, are detailed so particularly in the papers in the post-office, that I am quite sure those were the accidents to which Mr. Kennedy referred.

3029. *Chairman.*] Are the Committee to understand from your having no knowledge upon the subject, and from there being no record kept, that the Goold's Cross car has been to time every day for a whole year past?—I can only state my belief that they have kept their time fairly, I cannot state of my own knowledge that they have done so.

3030. And that there has been no delay of any kind during the whole year?—I should be very sorry to say that; I am sure that the snow gave cause for delay.

3031. In fact you do not know of your own knowledge anything at all about the matter?—Yes, I do.

3032. What do you know?—I know that there are no records of any delay.

3033. Mr. *F. Scully.*] Mr. Wilson Kennedy, in question 1273, was asked by the Chairman, "Is it any loss to people to have their letters and money delayed for 24 hours?—I do not think that it is any advantage, especially with people who have banking transactions; it is not a very satisfactory thing I think. Although during the snow the whole of the trains arrived regularly, yet for three or four days there was no communication by that one-horse car, and I know on one or two of those days the mails were in a cabin on the side of the road for 24 hours." I wish to know whether there was any record of that kept at the post-office in Dublin?—I cannot say what delay may have taken place during the snow; I have no doubt there are records of it.

3034. Could we have those records by a return moved for in the House of Commons?—Yes, I imagine so, if the Committee choose to ask for a return of any such delay as that during the snow.

3035. Giving the arrivals of the mails in Clonmel for the period, including the snow, and before and after?—I can only say, if the Committee will ask me for it, I will do my best to furnish it as correctly as I can, taking the last 12 months.

3036. *Chairman.*] I think Mr. Hill stated that upon one occasion during the last winter the mail by the Waterford and Limerick Railway was late, owing to the snow?—There was one occasion on which, so I have been informed, and I have made particular inquiry upon the subject, the day mail, which is conveyed the whole way by railway, did not go into Limerick at all; and there was no occasion during the winter on which the night mail, which is conveyed to Limerick by coach from the junction, did not go into Limerick at all.

3037. You were able to discover one lapse during the winter by the railway, but you could not discover whether there was one lapse in the mail from Goold's Cross during the same time?—That is not a fair inference, because I am ready to admit that the mail-cars were more impeded than the railways were. I have never said anything to the contrary.

3038. You are able to furnish the only one instance which occurred of a lapse on the part of the railway, but are not able to furnish any one instance of a lapse upon the part of the car?—So far as the Limerick car is concerned I furnish the information as I have it, but I admit it is notorious that the mail-cars over Ireland were impeded by the snow.

3039. You search to find out if the railway was at fault, but not whether the car was?—It being the line of evidence of those witnesses who were summoned by the Committee to prove that the mail-cars were impeded by the snow, it becomes equally our line of evidence to show that the mail by railway was impeded by the snow.

3040. You found out that the mail was in fault on one occasion?—I have found that on other occasions the railway between Mallow and Cork was blocked up by the snow.

3041. I am speaking of the Waterford and Limerick Railway. You have made out this one case of the railway, but you cannot make out a case at all as against the car?—I do not deny a case against the car.

3042. How many cases?—I am not prepared to say; very probably there may be some, but I doubt whether there was any case in which the night mail did not get into Clonmel at all.

3043. Have you examined into that at all?—No, I have not.

3044. But you have examined into the other?—I merely made inquiry.

3045. You inquired about the railway, but you did not inquire about the car?—I think you are wrong in that; I made inquiry as to Limerick, both as to the mails which arrive by the coach and by railway; the night mail arrives by coach and the day mail by railway, and therefore the town of Limerick became a fit town for making inquiry upon that subject, having one mail one way and one mail the other: that was the reason why particular inquiry was made with reference to Limerick.

3046. I think it is pretty clear that you inquired whether the railway was in fault, and you found it was on one occasion, and you did not then inquire, or did not discover that the car from Goold's Cross to Clonmel was in fault at all?—I cannot admit that; the fact being, that Limerick receives two mails daily, one by railway and one by coach; I inquired as to the comparative regularity of those mails into Limerick; and I found that the one by the coach reached Limerick every day, and that the mails which arrived by the train failed to reach on one day.

3047. Did you extend that inquiry to the mails to Goold's Cross?—No.

3048. Then you did not make inquiry as regards the car from Goold's Cross to Clonmel?—No; I made no inquiry as to the amount of delay.

3049. Viscount *Monck.*] Because there was not the same means of comparison between the railway and the car there?—Exactly.

3050. Mr. *Grogan.*] There would be no difficulty in instituting the inquiry?—I imagine there can be no difficulty in giving the Committee a return showing how far the mails into Clonmel were delayed by the snow.

3051. *Chairman.*] Why were there not the same means of making an inquiry

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into this car as in the other case?—I have not said that there were not the same means.

3052. Have you not the same means of inquiry as to Goold's Cross as you have with respect to Limerick?—We have the same means of inquiry; whether the same means of satisfying that inquiry exist or not I am not quite prepared to say; the Limerick time-bills are all what we call mail-coach time-bills, and are longer preserved than the mail-car time-bills.

3053. Must not inquiry precede comparison always?—I have made no comparison between Clonmel and Limerick; I only wish to give the Committee, as far as I am able, a comparison of the effect of coach communication and railway communication into a town which receives both.

3054. Mr. *F. Scully.*] Are you aware of any stoppage on the Limerick and Waterford Railway from the junction to Clonmel?—No.

3055. Did you discover any delays?—I have not discovered any.

3056. Are you aware whether there was any interruption?—I have no knowledge upon the subject.

3057. Mr. *Grogan.*] It has been stated in evidence here that the mails from Dublin to Clonmel were for several days unable to get to their destination, and were preserved in some cabin, would such a matter as the non-arrival of the mails at Clonmel be reported to the post-office?—Certainly.

3058. And, I presume, would be the subject of special consideration by the inspector?—Certainly, during the snow the inspectors' time was probably taken up in remedying such evils as far as they could.

3059. Would letters and papers concerning that transaction be preserved for any greater length of time in the Post-office than the ordinary time-bills?—I am not aware that the time-bills would be preserved; but papers connected with the subject would be preserved.

3060. Consequently, is there any difficulty is ascertaining the fact?—I cannot say what record there may be. If the surveyor, as might be very likely the case, happened to be at Clonmel at the time, there would be no such record; he would take all necessary steps to remedy the evil, and there would be no record kept of it.

3061. You have informed us that the circumstances attending the two accidents, as the word has been used, meaning thereby the loss of the mail in one instance, and the mail coming in, in the second, without the driver, were investigated by the inspector, and that the circumstances were easily accessible the moment you made inquiry?—Immediately.

3062. Was that inquiry instituted at the time in consequence of the time-bills, or of complaints of the parties, do you know?—It was instituted upon a quicker cause than either. Complaint was immediately made to the surveyor by the postmaster himself. Both the postmaster of Cashel and the postmaster of Clonmel wrote to the surveyor upon the subject.

3063. Then there can be no doubt that those gentlemen must have written to the surveyor on the non-arrival of the post by reason of the snow?—Delays in consequence of snow are different from delays in consequence of fault. No doubt if the surveyor was not there, (I do not mean to say that he was,) a letter would be written to him on each day that the mail was late; but a great many such letters are written during the snow; of course the snow is not anybody's fault, and those letters would not, as a matter of course, be kept. In point of fact, I last winter received a great many such letters, but I did not refer them to the Postmaster-general, nor did I keep them; when the snow was over they were destroyed; we did what we could to remedy the inconvenience, and then destroyed the letters, which became very bulky.

3064. Do you consider that no effort on the part of the contractor to carry the mails during the snow should be made, on the ground that he is not liable to it by his contract, and that his non-attempt to do it is no person's fault?—In some cases it is utterly impossible for the contractor to do anything; in other cases the contractor may do a good deal, and does do a good deal; and, no doubt, in some cases the contractor could do more than he does do, and does do very little, and it is doubtful whether we could enforce upon the contractor any penalty for not carrying the mails through a road which might be said to be fairly blocked up by the snow; he contracts to carry the mails under certain circumstances, and the circumstances being altogether changed, a question may arise. This would be a question for the solicitor.

3065. *Chairman.*]

3065. *Chairman.*] Does not this afford an argument for the use of railways?—It may form one of the arguments which may be adduced for using railways instead of one-horse cars; there are many arguments.

3066. Would it be an improvement if, instead of one-horse cars, there were two-horse cars in a long road, such as that, especially in winter?—It would.

3067. They would overcome difficulties which one-horse cars could not overcome?—They would travel faster.

3068. I think you said that some one had stated in evidence that there was a sparing use of railway accommodation in the south of Ireland?—Yes.

3069. Who made use of that expression?—I do not remember who used that expression.

3070. From your evidence to-day, there was an impression left upon my mind that some one wanted the Waterford and Limerick Railway to be used, and the Great Southern and Western not to be used. I wish to know, if that be so, who made that statement?—Nobody; it was stated by one of the witnesses that an unfair advantage had been given to the railway company on the line from Dublin to Cork, and that a large sum was paid to them, whereas half that sum was refused to the company running from Waterford to Limerick. What I wanted to explain was this, that the towns in question, Waterford, we will say, and Clonmel, positively received more advantage from the use of the line from Dublin to Cork, than they would do if the line from Limerick to Waterford were used, and the line from Dublin to Cork were not used. I mean to say, that in the use of that line, in preference to the other line, their convenience has been consulted as much as the convenience of Cork has been consulted.

3071. I am not aware that any one attempted to prove in evidence here that it would be an advantage to use the Waterford and Limerick Railway instead of using the Great Southern and Western?—It was attempted to prove the advantage in this way, that if we paid a less sum to the Great Southern and Western line it would enable us to use the Waterford and Limerick line; it was said that that railway was very unfairly treated.

3072. I think you stated on a former day that the use of railways has been of most important service in Ireland?—Yes.

3073. If railways were used entirely, would not the service be greater?—Yes.

3074. You stated in answer to some questions put by Mr. Wilson with regard to the evidence of the coroner for Waterford, that he might get his letters sooner at his office in Waterford than at Tramore?—Yes.

3075. Did not it come out in his evidence that he was the coroner for the county of Waterford?—Yes.

3076. And that Tramore was his official residence as the coroner for the county?—It came out that Tramore was his residence.

3077. His official residence as coroner for the county of Waterford?—I am not aware of that; it may be his official residence.

3078. Are you aware that the city of Waterford is not in the county of Waterford?—I am.

3079. And that the coroner for the county of Waterford, residing in Waterford, would not be residing in his district?—I am aware that the gentleman stated that he thought he could reside in Waterford.

3080. You stated the time at which a letter may be dispatched from Kilmeaden to Waterford?—Yes.

3081. What time was that?—A letter may be posted at Kilmeaden at 9.45 a.m.

3082. When is that delivered in Waterford?—It arrives in Waterford at 11.5, and is delivered at about half-past two in the afternoon.

3083. When does the mail go out from Waterford to Kilmeaden?—At two.

3084. Then how could an answer to a letter not delivered till half-past two go at two o'clock?—I was speaking of the correspondence which the gentleman who gave the evidence had with Kilmeaden, and he expressly stated that he sent to the office for his letters. By sending to the office for his letters he could get them, and answer them with great facility.

3085. You stated that he could do so?—I did.

3086. By sending to the office?—Yes.

3087. Could he do that if he did not keep a box there?—Yes.

3088. Are you quite sure that is the practice?—Quite sure.

3089. Does everybody go to the office to look if there is a letter for him?—

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No, everybody does not; but the gentleman in question said he was in the habit of getting his letters from the office.

3090. What time would he have to answer a letter coming from Kilmeaden to Waterford, supposing he sent?—He might get his letter at half-past eleven, and if he posted his letter at half-past one it would do; that would be two hours.

3091. I think you stated, with regard to foot messengers, that they go 20 miles a day in Ireland, and go but 16 miles in England?—I did not state that they go 20 miles, as a rule, but I stated that in many cases they go 20 miles; in this instance the man does go 20 miles.

3092. What pay does he get for that?—Eight shillings a week.

3093. What pay do they get in England for 16 miles?—That depends upon the district in which they are; they get different pay in different districts, but generally from 12 *s.* to 14 *s.*

3094. Then they get considerably more than they do in Ireland?—Considerably more.

3095. Mr. *Grogan.*] Is 12 *s.* about the lowest rate of pay you give English messengers?—No; we have English messengers at 10 *s.* 6 *d.*; the whole rural posts in England have been just revised, and in any place where the revision has been carried out, I should think that any messenger going the full 16 miles would get 12 *s.*

3096. Viscount *Monck.*] I think that the Post-office authorities, with regard to this question, act just like any other employer of labour; they are regulated by the rate of wages in the district?—Precisely so; if we went upon any other principle we should not get our work done.

3097. Mr. *Liddell.*] Do you find a great difficulty in filling up the vacancies as they occur?—No, no difficulty; but the Committee may, perhaps, remember that I have already stated that I do not think the rate of pay of the rural messengers in Ireland is high enough, and that I am about to bring the question forward, with the object of increasing the pay to some extent.

3098. *Chairman.*] I think you stated, in your evidence to-day, that the acceleration of the mails by trunk lines impedes the dispatch by the smaller portions?—I say that it has a tendency to do so.

3099. Where does that happen in this district under our notice?—It has happened in the circulation between Cork and Waterford.

3100. Between Cork and Waterford the dispatch of the mails is thrown back by reason of the use of the trunk line from Dublin to Cork, is it not?—Before the use of the railway a night mail leaving Cork in the evening used to arrive at Waterford in time for the first delivery in the morning, and the acceleration of the mails over the trunk lines from Dublin and Cork, and from Dublin and Waterford, has rendered the circulation less perfect, so that the arrival at Waterford is in time only for the second delivery.

3101. Would not that be remedied by the use of the railway the entire way?—It would.

3102. Mr. *F. Scully.*] What is the time occupied by the railway from Waterford to Cork?—It is two hours and 35 minutes to the junction and 2¼ hours for the rest; under five hours.

3103. *Chairman.*] You were asked some questions with regard to the Kinsale case, which Mr. Heard gave evidence upon. Have you any record in the Post-office, or have you referred to any record in the Post-office, of the delays which occurred last winter in the conveyance of the mail there. Mr. Heard stated, that on several occasions the mail was stopped owing to the snow, and there being only a one-horse car provided; that he himself, the contractor not being in a position to provide a second horse, provided for the conveyance of the mail?—I did make inquiry into the fact, and I ascertained that Mr. Heard's statement was in some cases correct, and in some cases a little incorrect. I think he stated that the mails were left without care at the half-way house; instead of that, they were left in the care of the postmistress; it is true that Mr. Heard sent a car for the mail, and brought the mail through the snow, and that the Post-office paid him for that service, he having expended the money in the first instance.

3104. Did he do so by using two horses instead of one?—I am not aware of that; I think he did it with only one horse.

3105. That makes it still stronger against the Post-office service; if one horse provided by a gentleman could do the service which one horse provided by the Post-office

Post-office could not do, there must be some deficiency in the horse provided by the Post-office?—It appeared that the postmaster of Kinsale had been only recently appointed, and omitted to use the discretion which was vested in him.

3106. I think you stated to-day that if there was a day mail used where there was no day mail at present, the letters sent by that day mail would be abstracted from the night mail in the first working of it?—I said so.

3107. Are those calculations of an arbitrary character, or guess work, or have you any given data for that statement?—It is not a calculation of an arbitrary character to say that the mails which would come by the day mail are subtracted from the night mail, because it is a matter of fact that they must be so. If you post a letter from here to Clonmel, and there is no day mail to day, that letter will arrive to-morrow by the night mail; but if we put on a day mail, which carries it, of course that letter is taken from the night mail, and goes into Clonmel by the day mail.

3108. But does it follow that there would be no new correspondence by the day mail, if that day mail was established?—No, I think I stated that we always calculate that there will be some new correspondence.

3109. Then, in fact, experience is rather against speculation to the contrary?—No, experience is not against speculation; experience proves that the letters do increase in time, but at first, suppose there are 100 letters go down by the day mail, if there were no day mail those 100 letters would go down by the night mail.

3110. I think you stated with regard to the case of Tralee, that a great deal of the inconvenience stated by Mr. Herbert, arose from the bad state of the road?—Yes.

3111. Has not the Post-office the power to order the repair of those roads?—The Post-office has the power to call upon the Board of Works to repair the roads, but it is a slow process.

3112. And being slow, it would be slower if they did not begin soon to make the call?—Of course.

3113. With regard to letters from Waterford to Wexford, speaking of the evidence of Mr. Fletcher, what is the time of dispatch now from Waterford to Wexford?—7.21. p.m.

3114. And how does, the mail go?—It goes to Thomastown, and from Thomastown through Ross, to Wexford.

3115. When does it arrive in Wexford?—At 9.8. a.m.

3116. The following morning?—The following morning.

3117. When does the mail leave Wexford for Waterford?—At 3 p.m.

3118. Taking the same route, I suppose?—Taking the same route, and coming into Waterford in time for the early morning delivery the following day.

3119. Mr. *Liddell.*] Is there no direct communication between Waterford and Wexford?—No.

3120. *Chairman.*] There was a direct communication some time ago?—There was a direct communication between Waterford and Wexford, running by Ross.

3121. By means of a mail-coach?—By means of a mail-coach.

3122. How long is it since that was taken away?—About 10 years.

3123. As much as that?—Yes, it is as much as 10 years, at least I imagine so.

3124. Viscount *Monck.*] Can you tell the Committee what the arrangements were by that line of communication, and what additional postal convenience was afforded to the two towns?—It was not nearly so good as at present; the mail left Waterford at a later hour, and got into Wexford at a later hour. The present communication is much better.

3125. *Chairman.*] But is it much better than it might be?—It is not much better than it might be.

3126. Mr. *Liddell.*] Is it not fully three times the distance to go round by Thomastown in order to go to Wexford?—Not nearly three times, nor twice I imagine, because you cannot go from Waterford to Wexford without going to Ross; there is an estuary of the sea which runs up there; you must go up as far as Ross to get round.

3127. *Chairman.*] If there was a more direct route than the present one to Waterford, the mail could be dispatched much later from Wexford, and arrive quite as early in Waterford?—No, not so; I presume you mean to leave Waterford in the morning.

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3128. Could there not be an arrangement by which the mail could be dispatched much later from Wexford than it is at present, and arrive at Waterford quite as early as it does now, going through Ross?—If you had a direct mail running during the night, of course there might.

3129. Mr. *Grogan*.] You stated that Mr. Heard's evidence was in part correct, and in part incorrect; and that the incorrectness consisted in this, that Mr. Heard had stated that the mails were left at Ballinhassig in charge of no one?—Yes.

3130. Whereas they were in charge of the Post-office?—The postmistress. (*Questions and Answers* 976, 977, *and* 978 *were read.*)

3131. After the evidence which has been just read to you of Mr. Heard, do you see any reason to qualify or correct the answer which you just gave, in which you stated that his evidence was incorrect?—If I stated positively that Mr. Heard made an incorrect statement I have been wrong in so stating. May I read the Questions 983 and 984, with the answers? The question was, "Do you mean the Committee to understand that for a portion of the six days the mail-bags from Cork to Kinsale were lying in the office to take care of themselves?"; the answer is, "So I heard." The next question is, "There was no person ostensibly in charge of them?—I believe not." Now I think the impression to be derived from those questions and answers is, that those mails were left at this place without any person to take charge of them, and my intention was to make the Committee understand that such was not the case.

3131.* After the evidence that has just been read, do you see any reason to correct or alter the answer you first gave?—No, I do not.

3132. Viscount *Monck*.] You have already stated that you do not mean to impugn the truth of any of Mr. Heard's statements or his belief of them?—Certainly not; I have not the slightest intention of doing so.

3133. Having heard Mr. Heard's evidence, and having had an opportunity of seeing the impression that that evidence made upon the Committee, you were desirous of removing what appeared to you to be an incorrect impression arising from his evidence?—Exactly so.

3134. Namely, that the bags were left without any one in charge of them in the halfway-house for two days?—Exactly; no doubt Mr. Heard behaved very kindly by the Post-office, and no doubt he had reason to suppose that the mail bags were left without charge.

3135. Mr. *Maguire*.] As to the change which you said has taken place in Dungarvan, what mails will be delivered by that second delivery?—Letters which arrive from London and Dublin by the day mail, and Liverpool, and also the letters which arrive from Waterford and from the north of Ireland.

3136. With respect to Youghal, Mr. O'Brien left the Committee under the idea that the Youghal letters arrived in Dungarvan after the delivery had gone out?—Yes.

3137. Was he correct in that?—He was correct in that as regards the letters which go in the bags from Youghal to Waterford by that direct car; but he was incorrect as regards the bulk of the correspondence between Youghal and Dungarvan, because the bulk of that correspondence goes round by Cork and Goold's Cross, and gets into Dungarvan in time for the first delivery; that is to say, if a letter was posted at Youghal at eight o'clock in the evening it would arrive in Dungarvan too late for the first delivery, but if had been posted before five, it would arrive in Dungarvan in time for the first delivery.

3138. At what time have the Post-office ordered the second delivery?—As soon as it can be effected after the arrival of this car at six.

3139. Have you added to the pay of the letter-carrier upon imposing additional labour upon him?—It is necessary to have the sanction of the Postmaster-general for any additional pay. We ordered the surveyor to commence the delivery at once, and to report upon what increased pay he would recommend. I understand the pay will be 10*s*. a week instead of 7*s*.

3140. There is no doubt that the duties of the postmaster will be increased, too, by that?—No, the duties will be decreased of the postmaster, because the delivery which takes place by the letter-carrier will save him from the trouble of standing at his window and giving out the letters to people who call for them. The letters in the town will now be delivered by carrier.

3141. But as to letters for the country?—Those will be delivered from the window, but the delivery of the country letters is not very laborious, so that the effect

effect will be very trifling one way or the other; if it is to be taken into account at all, it would rather decrease it; it certainly is not heavier than it was. *A. Trollope*, Esq. 23 July 1855.

3142. Whatever increase there is in the duties of the postmaster must conduce to the public advantage?—Yes.

3143. I believe the duties of that postmaster have been very much increased, have they not, within the last two or three years by the improvements carried out by the Post-office?—Certainly, they have been increased.

3144. Do not you think, when there is a positive increase of duty, that there should be an increase of payment?—Not always; in some towns we settle a rate of salary which may be too high for the number of letters which are transmitted, but which we think is only sufficient to get the services of a respectable person, but we do not find it always necessary to increase the salary if the duties are increased, and if those duties were very light before that.

3145. If the duties are increased twofold, is it not necessary to increase the salary?—Certainly; but the duties at Dungarvan have not been increased twofold. If, however, the postmaster of Dungarvan makes an application for an increase of salary it will be a subject of inquiry, and will be forwarded to the Post-office.

Veneris, 27° die Julii, 1855.

MEMBERS PRESENT.

Mr. Meagher.	Mr. Liddell.
Mr. Barrow.	Mr. Wilson.
Viscount Monck.	Mr. Grogan.
Mr. F. Scully.	Mr. Maguire.
Mr. Wickham.	Mr. De Vere.

THOMAS MEAGHER, Esq., IN THE CHAIR.

Anthony Trollope, Esq., called in; and further Examined.

3146. Viscount *Monck.*] Mr. Rowland Hill stated, in answer to a question that was put to him, that he could give a return of the towns of this district where the postal accommodation has been diminished by the recent establishment and employment of these railways; have you any observation to make upon that?—Yes; on reading through Mr. Hill's evidence, it appeared that though such a return was hardly promised, yet perhaps it may have been understood that it would be given. I may state that we can make no such return, in point of fact, because, in point of fact, there is no town that has been so injured. The only town that was named was Mitchelstown, which is a sub-post under Mallow. We have only to state with regard to that, that though Mitchelstown has lost its day mail, it now receives a night mail, which leaves Dublin on Monday night, at the same hour at which it heretofore received letters leaving Dublin by the day mail on Monday morning; and therefore the loss of the day mail has been no possible injury to Mitchelstown. Heretofore, the night mail which left Dublin at seven in the evening, did not reach Mitchelstown till five o'clock the next day; whereas it now reaches Mitchelstown in time to have the letters delivered at seven o'clock in the morning. Mitchelstown is a sub-office, and therefore is not inserted in the map; it is the only place which has been named before the Committee as being injured; that is why I name it. *A. Trollope*, Esq. 27 July 1855.

3147. The correspondence with regard to which this return was promised was the correspondence with Dublin?—I think the return suggested was of the towns injured in their correspondence by railway; there is no town injured in its correspondence.

3148. Mr. *Liddell.*] Do you mean, when you talk of its being injured in its correspondence, that the correspondence is not so rapid as formerly?—It was stated that the postal accommodation of some towns was worse than it was before the use of some railways, and Mr. Rowland Hill was required to put in a return as to what towns were so injured; we cannot say that any town is so injured; Mitchelstown did lose its day mail; but, as I have stated, though Mitchelstown has lost its day mail, all its correspondence comes as early, or much earlier, than it did before it was discontinued.

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3149. Viscount *Monck*.] With reference to the complaint made as to closing the post-office at Clonmel at nine o'clock, you were not able to say whether any complaint had been made upon that subject at your last examination?—It was suggested that a complaint had been made in a certain memorial which had been sent up from the town of Clonmel to the Postmaster-general; I stated my impression that no such complaint had been made; it seemed to be the impression of the Committee that such a complaint had been made in this memorial, which at the time I stated to the Committee I had not read; I now wish to put in a copy of that memorial, in order to show that no such complaint is in that memorial, and, therefore, that I was correct in saying that no such complaint had been made (*handing in the same*). If I may be allowed, I also wish to state generally the result of inquiries I have made since the last meeting of the Committee regarding the arrival of the car from Goold's Cross at Clonmel; I then stated that I had been informed that no irregularity had taken place in the arrival of that car; I felt very desirous, in consequence of the contrary opinion entertained by some Members of the Committee, that no possible doubt should remain upon that point, and that the information I gave to the Committee should be strictly accurate; I have, since the last meeting, written to Ireland, and it is due to the Committee that I should mention the result. I find that the car which is dispatched from Goold's Cross to Clonmel has arrived late in Clonmel for a period varying from 10 to 20 minutes; but this late arrival has in no way affected the town of Clonmel, or in any way caused a later delivery of letters there than would have taken place if the arrival had been regular. I have endeavoured to ascertain the cause of this want of punctuality, and it appears, as far as I am able to state at present, that it has arisen mainly from a want of sufficient time (or a sufficient margin, as we call it, in Post-office arrangements) being allowed between the arrival of the mail-train at Goold's Cross and the dispatch of the car; I may also state that the pace of this car as at present fixed is very fast, being somewhat over eight miles an hour, and that therefore some few minutes have been absolutely lost by the car on the road. I had hoped to be able to put in a return showing the absolute hours of delivery at Clonmel both of the night and day mail; such a return has been furnished by the postmaster of Clonmel, but it has been found absolutely necessary to return it to Ireland, in order to make it more efficient.

3150. Mr. *F. Scully*.] What period of time does that extend over?—From the 1st of October last to the 30th of April last.

3151. Can you give a return of the arrival of those mails for any subsequent period?—We took the time during which the greatest amount of irregularity existed; that return can be brought down in the same way to a later period, indeed to any period.

3152. Can you give a return of the arrival of the car in Clonmel?—No, I am speaking of a return of the delivery of letters in Clonmel; I was stating that the car has been late for different periods, varying from 10 to 23 minutes; I think 23 has been the outside, as far as I can learn; but I cannot give a return of the absolute arrival every day.

3153. Did you not state just now, that you had seen a return giving the hours of arrival of those cars?—No; I said inquiry having been made in Ireland, a report has been made to the effect I have now described to the Committee.

3154. Then, have they made their report without having any ground for it?—I presume the report has been founded upon inquiries at the Clonmel office; the clerks at the Clonmel office would be able to say exactly what the arrivals are, and know what the time is; and it appears that the car has always been, at least I presume always, 10 minutes late, the late arrival having been stated at from 10 to 23 minutes, 23 being the outside.

3155. Is it from memory that the clerks are speaking, or from any data in the office?—I presume that the absolute number of minutes lost has been stated from memory, because the time-bills are not forthcoming. The return which I hope to be able to give to the Committee will give the absolute hours of delivery, because they are entered daily in a book.

3156. For what months?—It can be given for any months. I took the winter time, as being the most irregular. I took the period from the beginning of winter, and, subsequently, to the end of winter, thinking that that would at any rate be an ample test.

3157. You

3157. You have spoken about accidents occurring to the mail car between Clonmel and Goold's Cross within the last 23 months? —I said that they occurred, one on the 23d of April 1853, and the other on the 10th of August 1853.

3158. Before you made that statement, had you seen Mr. Kennedy's corrected evidence?—I have never seen his corrected evidence yet, and in point of fact, my inquiries were necessarily made, not upon the printed evidence, but upon minutes of evidence taken at this table, because, in order to enable us to answer the evidence given to the Committee on the previous day, we are obliged to write off to Ireland even before the sitting of the Committee is closed, before four o'clock in the day, otherwise we should not have time to answer the questions asked; in point of fact, the inquiry made by us was not made upon Mr. Kennedy's corrected evidence, but upon the evidence given here.

3159. I think Mr. Kennedy, in giving his evidence, was speaking from memory; he said that it might be 18 months; since that time he has corrected his evidence; not being aware of the exact day he has extended it over a period of two years?—I am not aware of that.

3160. You stated just now, in answer to Viscount Monck, that there has been no injury done to towns in the south of Ireland by changes occasioned by the use of railways?—Exactly; if I might use an illustration, I would say, if half-a-crown was taken from a person, and a pound was given to him, no injury would be done to him; I cannot say that no injury has been done to a single letter, but upon the balance, an immense benefit has been conferred.

3161. Before the use of the railways, were there not a day mail and a night mail between Waterford and Limerick, and all the towns between those points of Waterford and Limerick?—There was only one mail between Waterford and Limerick.

3162. Between Waterford and Clonmel, were there not two mails?—There were two mails which ran over the whole distance of road from Waterford to Limerick, but they were so timed, and for such purposes, that they did not give any second communication to Waterford and Limerick.

3163. Was not there a delivery in Clonmel the same evening?—Yes.

3164. Are those mails delivered now?—No.

3165. Is not that an injury and loss to the people of Clonmel?—It is.

3166. Then they have suffered by the change?—No, they have not.

3167. Have they not lost the advantage of getting their letters the same evening?—But if a man loses a half-crown and gets a pound, he cannot be said to suffer.

3168. How do they gain in Clonmel?—They have gained a day mail from Dublin and London, whereas they had none heretofore at all.

3169. What have they lost on the other hand?—They have lost a certain amount of accommodation, and gained a much greater amount of accommodation.

3170. By the recent changes, has not Clonmel suffered by the loss of the day mail to Cork and Limerick, which it had before?—No, I think the communication altogether from Cork to Clonmel and Limerick is as good as it was; there were more means of communicating from Cork to Clonmel, but a letter could not be written in Clonmel on Monday morning and be delivered in Cork or in Limerick on Monday.

3171. Are you not aware that letters dispatched from Clonmel now are dispatched too late in Clonmel to arrive in time for the up and down day mail, to and from Cork, whereas formerly they used to go by that mail, and arrive in Cork the same evening?—No; there was no such communication from Clonmel to Cork.

3172. Was not there a day mail between Clonmel and Cork?—If the Committee will allow me, I will explain what the communications from Clonmel to Cork were; and I think it will be seen that though there were nominally two, in fact there was only one. A night mail left Clonmel, we will say at 10 o'clock in the evening, I will not be precise as to the exact hour, carrying letters posted, we will say, up to 9.30 p. m. on the Monday; it reached Cork in time for the morning delivery on Tuesday. Then there was a mail-coach left Clonmel for Cork at about six o'clock in the morning; the dispatch was something before six, I think, I should say 5.30, which arrived in Cork some time in the middle of the day; but the Committee will, I think, see, that there being a dispatch of letters posted up to nine o'clock p. m., a mail dispatched at 5.30 a. m. could not be of any use.

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3173. Did not a letter leave Clonmel by the morning day mail for Cork?—There seems to be some confusion with regard to the terms day and night mail. The mail which left Clonmel for Cork at 5.30 a. m. was a night mail coach.

3174. I am not speaking of the mail-coach; I am speaking of the alterations made within the last month?—I thought we were alluding to the advantage which existed before the railway was established, as compared with the present time. What I stated was, that Clonmel had received no balance of injury since the railways were brought into use.

3175. Mr. *Wickham.*] You were stating, that though nominally there were two mails, there was only practically one dispatch of letters?—Yes; I stated that that was so before the use of railways in Ireland.

3176. Mr. *F. Scully.*] I speak of the change of the mail recently in Clonmel; what was the cause of that change?—In consequence of the expression of a wish for that purpose from Clonmel, the day communication from Clonmel to Cork has been broken off, so as to enable the Post-office to give an accelerated arrival of the day mail from Dublin, in Clonmel.

3177. Are you speaking of the recent alteration?—The last answer I gave refers to arrangements made a short period ago; the former answer I gave referred to the time previous to the use of the railway.

3178. As it stands at present, Clonmel has no day mail with Waterford, Cork or Limerick?—Clonmel has only one mail with Cork, one mail with Limerick, and one mail with Waterford in the day.

3179. Those are night mails?—Yes; they are conveyed during the night.

3180. So far as Clonmel is concerned it has not gained much or anything by the change since the use of railways, compared with what it had before the use of railways, by four-horse coach?—It has gained a very great deal by the changes since the use of the railway in place of the four-horse coach; it has gained a day mail with England and Dublin, and also with Scotland.

3181. But as far as the south of Ireland is concerned in its communication with Cork, Limerick and Waterford, it has not gained?—It has neither gained nor lost.

3182. It had a day mail to Waterford formerly?—The communication between Waterford and Clonmel is less perfect than it was before the use of railways, which I think has been admitted all through.

3183. With respect to the night mails to Cork, Limerick and Waterford, I think you stated in the former part of your evidence that the receipt of the Cork post-office was something like 9,300 *l.* for all letters received from Clonmel?—£. 9,300.

3184. Those letters are conveyed by railway all the way to Cork?—They are.

3185. The receipt of Limerick is 7,200 *l.*?—£. 7,200.

3186. Waterford, 3,200 *l.*?—Waterford 3,290 *l.*

3187. Clonmel, how much?—£. 2,200.

3188. Tipperary, 700 *l.*?—Tipperary 710 *l.*; I am giving the nearest decimals in each case.

3189. Carrick-on-Suir, 680 *l.*?—£. 680.

3190. Cahir, 400 *l.*?—Cahir 400 *l.*

3191. Making in all those towns 14,480 *l.*?—I have no doubt that that sum is correct.

3192. You convey the letters by the rail to Cork from the junction, paying 4 *s.* 6 *d.* a mile for the use of the railway?—We do.

3193. You convey the letters to all the other towns I have mentioned by one-horse cars, and not by the railway?—To Limerick, Tipperary, Clonmel, Cahir, Carrick-on-Suir, and Waterford.

3194. With the exception of what you bring by the day mail from Dublin to Waterford, and by the railway from Kilkenny?—We do not bring the mail into Waterford on a one-horse car; we bring it either on a pair-horse car or a coach.

3195. There is no use of the railway?—It is a car, but a very different kind of conveyance from a one-horse car; it is a larger conveyance; it is a faster conveyance, and it is accompanied by a mail-guard.

3196. From the junction to Cork you convey all those letters by railway, for which the Post-office receive the sum of 9,300 *l.*?—The Committee will perhaps allow me to state the revenue of the towns, the mails of which are conveyed from the junction to Cork, as the revenues of the other towns have been stated; Kilmallock 1,020 *l.*, Charleville 440 *l.*, Buttevant 500 *l.*, Mallow 1,160 *l.*, Killarney

larney 1,000 *l.*, Tralee 1,160 *l.* We carry the Tralee bags from the junction to Mallow on the line.

3197. You do not convey them beyond Mallow by railway?—No, we convey them as far as Mallow on that line; we have assumed in your case that we have taken the revenue of all the towns which are served upon the line from Limerick to Waterford; we have not taken all those towns as it happens, but I will give you the towns we have not taken; of course in the same way, we must take all those towns which are served by the line from the junction to Cork, and therefore, I take Killarney and Tralee as well as the others.

3198. You convey those letters a considerable distance by car?—Killarney receives its letters in time to be delivered at an early hour before breakfast, and could not receive its letters at anything like that hour if they were not forwarded on the railway.

3199. At all events they do not amount to anything like the revenue from the towns which I have mentioned?—I imagine that they amount to much more, though we have not stated them all yet.

3200. Killarney you have stated was 1,000 *l.*?—Yes; Fermoy 1,280 *l.*

3201. How far is it from the railway to Fermoy?—Twenty miles.

3202. From what station is it taken?—Mallow; Tallow 180 *l.*

3203. That is in the county of Waterford?—It is served in the same way from Mallow, although in the county of Waterford.

3204. I do not think that is a fair way of judging it; I want to compare the towns where there is a railway running direct, situate like Mallow on the line of railway; I speak of towns on the lines of railway?—Of course in making any such comparison we must take all towns, the bags from which would be conveyed by the night mail train from Limerick to Waterford, and all bags which are conveyed by the night mail train from the junction to Cork. I think that is the only fair way of making the comparison.

3205. I think you ought to confine yourself to towns along the line which are benefited by the railway?—I am quite ready to give you those; I think you will be convinced afterwards, that the comparison leads to nothing. I think I shall be able to explain that the comparison has not the effect which you put upon it; but at any rate, if we are to take any of them, we should take all of them, because the town of Fermoy receives just as much benefit from the line as Mallow does; letters are delivered in Fermoy just as early as at Mallow, and therefore the use of the railway is just as much benefit to Fermoy as to Mallow.

3206. Are you not setting up the revenue against the expense?—That is not the only ground on which we object to the use of the railway; we object to the use of the railway not entirely on the ground, but on the ground, that the use of the railway would give no extra accommodation to the towns in question, or a very little; whereas the use of the railway to Cork gives very material extra accommodation, the places served from Cork being a much greater distance from Dublin or London than the places which are served from Limerick are.

3207. Confine yourself to the question of expense; as to the revenue on the one hand, and the expense on the other. The revenue from the towns you have mentioned amounts to nearly 14,500 *l.*; in the other cases I will admit that the expense may be the same?—We can show it would be much more.

3208. I want to know, when you convey those mails by an expensive mode of conveyance, at 4*s.* 6*d.* a mile, from the junction to Cork, why you could not have a postal communication by the railway to Limerick on the one hand, and to Waterford on the other, and convey the letters by that railway at one-half the cost at which those letters are conveyed to Cork?—If that comparison were carried out, it should show that the letters which go to towns which would be served by the night-mail train from Limerick to Waterford, are equal or greater in value than all those served from the junction; but it would not show that the advantage given to them by such an outlay was so great.

3209. But as to the cost?—As to the cost, undoubtedly the Limerick and Waterford line will run a night mail train for half the price which we have been compelled by arbitration to give to the Dublin and Cork line.

3210. Would there not be a speedier arrival at Limerick by the use of the

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train instead of the car or coach?—A speedier arrival at Limerick would be of no use.

3211. Would it not be of any use to other towns which lie beyond Limerick?—It would be of some use to towns beyond. I have stated, that it would be of use to some sub-offices under Limerick; it would be of some slight use to Newcastle, but so slight, as not to be appreciated by the town; it would be of no use to Ennis, which is the main town served by Limerick; and it is a doubt whether it might be or might not be of any use to Kilrush, because it would be hardly judicious to dispatch that mail arriving at Ennis on to Cashel without the mail which comes from Galway and the North of Ireland, as by doing so we should expedite the letters from Dublin by half an hour or 40 minutes, and detain the letters coming from other parts 24 hours.

3212. Are there not other towns in the county of Limerick that would be benefited by that change?—No.

3213. Would not the Dungarvan mail be benefited, and gain something by the change in the earlier arrival at Clonmel?—It would gain an earlier delivery by 30 minutes.

3214. Carrick-on-Suir would gain, would it not?—No, Carrick-on-Suir would gain nothing by the arrival of that night mail.

3215. All towns beyond would gain, would they not?—There are no towns beyond Waterford to be served in that way.

3216. Kilmacthomas?—Kilmacthomas is a sub-office served from Carrick-on-Suir.

3217. Would not Kilmacthomas be improved?—It would be improved.

3218. You say the towns beyond Waterford would not be improved?—The sub-offices beyond Waterford would be improved.

3219. If the night mail was used would there not be an increased accommodation for the conveyance of letters from Waterford and all the towns along the line to all the towns south of the junction, such as Limerick, Cork, Charleville, Mallow and Killarney?—Undoubtedly.

3220. They would be all improved by the night mail from Waterford?—Yes; the communication to and from Waterford with all towns, such as you describe, would be improved.

3221. To come back to the car or coach to Maryborough; I think in your evidence you said, that taking off that car or coach would injure the communication with Kilkenny?—Are you talking of taking off that car or coach in connexion with the use of the Waterford and Limerick Railway, or taking off that coach in connexion with the use of the railway which runs through Carlow and Kilkenny from Kildare to Waterford?

3222. I am speaking of the use of the night mail train from Waterford to the junction and to Limerick?—It would be quite impracticable to take off the conveyance alluded to, if a night mail train were used to the junction from Waterford, because it would leave Kilkenny and Thomastown and Ross without any means of getting their night mails.

3223. You stated the other day that letters posted at Clonmel in the evening are delivered in Kilkenny in the morning?—Yes.

3224. Could not the same night mail taking letters from Waterford by Clonmel, be delivered in Kilkenny in the morning?—The mail to which you allude reaches Kilkenny at 6.10 in the morning.

3225. Mr. *Grogan.*] What mail is that?—The mail car which runs from Thurles, taking in the letters for Kilkenny, which circulate from Cork by the up night train. The persons employed in the Kilkenny office have, on the arrival of the mail from Dublin, to dispatch cars to various sub-offices, including Gowran and Goresbridge, and letters to Callan, and other places which are now dispatched at 4 a.m. The letter-carriers have then to sort their letters, and go out for their delivery, and though it is quite practicable to send out letter-carriers at seven o'clock with their letters arriving from Cork and Limerick at 6.10, it would not be practicable to send them out at seven o'clock from Kilkenny, if the work which I have described had to be done after 6.10; and of course, also, in speaking of the accommodation of Kilkenny, I speak of the mails both ways. That car which leaves Kilkenny for Thurles, leaves Kilkenny at six o'clock in the evening, whereas the present night mail going out from Kilkenny to Maryborough does not leave till 10.51 p.m., therefore it will be seen that most grievous injury would be inflicted upon Kilkenny

Kilkenny, and the neighbourhood round it, if it were made to depend for its mails upon the car from Thurles.

3226. At what time does the Waterford mail arrive from Waterford in Kilkenny?—It arrives in Kilkenny at 10.51 in the evening.

3227. Then is it delivered in Kilkenny that evening?—No, the next morning.

3228. At what time does the mail leave Waterford?—7.21 p. m.

3229. At what time is it delivered in Kilkenny?—At 7, next morning.

3230. The Thurles car, you say, arrives at 10 minutes past 6?—Yes.

3231. Could not the letters be delivered in Kilkenny as early by that communication as they are now?—The letters from Waterford could be so delivered; but I was not speaking of the arrival of the mail from Waterford at Kilkenny, I was speaking of the dispatch from Kilkenny of the night Dublin mail, carrying letters for Dublin, London, and all other places. I was not alluding at all to the arrival from Waterford; I would explain, that the same letters from Waterford could not reach Kilkenny *viâ* Thurles under the present arrangements, though undoubtedly they might do so if a night mail train on the Waterford and Limerick Railway were used; of course the letters posted at five o'clock in the evening would not circulate by Thurles at present.

3232. At what time are the letters dispatched from Waterford to Kilkenny?—7.21 p. m.

3233. If that night mail were used to the junction, at what time would it be necessary to leave Waterford in order to meet the up night mail train from Cork at the junction?—The company, I believe, intend to use the luggage-train if such an arrangement were made, and therefore I cannot state accurately; but I made a calculation that it would be dispatched at 9 p. m. from Waterford, presuming they run at the average pace at which they now run.

3234. That would give a longer time in Waterford for the dispatch of letters by an hour and 40 minutes than there is at present?—It would.

3235. With respect to a question which I asked the other day of Mr. Kennedy, with regard to the transit of letters from Clonmel to Kilkenny, I think he stated in his answer that he was under the impression that the letters went round by Goold's Cross to Dublin, and back to Kilkenny?—Yes.

3236. Since then I have had a communication from Mr. Kennedy upon the matter; he says that he was under that impression, because some time ago they did go that way?—Yes, and not a long time ago.

3237. Then some short time ago there was a change made?—Yes, within 12 months.

3238. Then his impression would have been correct 12 months ago?—Yes.

3239. How are letters conveyed from Dublin to Carlow?—They are conveyed to Maryborough by railway, and by car from Maryborough to Carlow.

3240. At what time do they arrive in Carlow?—At 2.47 a. m.

3241. How far is Carlow from Kilkenny?—I think it is 21 English miles, counting by road. Referring to the old road, I think the old mail-coach road was from 21 to 22 English miles.

3242. Supposing that this coach or car from Waterford to Maryborough were given up, you stated, I think, that Kilkenny would lose in its communication with Dublin, and would suffer materially?—I named, I think, all the towns, Kilkenny, Thomastown, Ross and Wexford.

3243. Are they sub-post towns to Kilkenny?—No, they are not.

3244. Are they not post towns, the letters for which are dispatched from Kilkenny?—No, they are not dispatched from Kilkenny, any more than they may be said to be dispatched from Kilkenny by the fact of the mail going through Kilkenny before it gets to them.

3245. Do not the mails go through Thomastown?—Yes.

3246. So far as the mail would be later or earlier at Kilkenny, so far it would be later at Thomastown?—Yes.

3247. Suppose a coach were used from Carlow to Kilkenny to convey the mails from Dublin which arrive at 2.40 at Carlow, at what time would they arrive in Kilkenny?—That depends upon the pace; presuming that we went nine miles an hour, or a little less than nine miles an hour, you might say two hours and a half.

3248. At what time does the Dublin mail now arrive in Kilkenny in the morning?—1.15 a. m.

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3249. Where does that come from?—By coach from Maryborough: it branches from Maryborough.

3250. How far is Maryborough from Kilkenny?—Twenty-nine miles.

3251. How far is Maryborough from Carlow?—Twenty-seven miles.

3252. Then how does it happen, that it arrives in Carlow at 2.40 and in Kilkenny at 1.15, the distance being greater?—Because we have a quicker communication; I mean to say it runs at a quicker pace.

3253. Could not the pace from Maryborough to Carlow be increased if necessary; could not the mail arrive at Carlow at 1.15 if it arrives at Kilkenny at 1.15, the distance being nearly the same?—It could do so.

3254. What is the distance from Maryborough to Kilkenny?—Twenty-nine miles.

3255. And from Maryborough to Carlow, what is the distance?—Exactly 27 miles and one furlong.

3256. If necessary you could increase the speed of the conveyance from Maryborough to Carlow so as to arrive in Carlow at 1.15?—We could; I should explain, that the later arrival in Carlow is for the most part owing to the fact that Carlow does not make up bags for all towns along the line; that the letters are sorted at Maryborough; it would be very inconvenient if we were to make up bags from every town to every town. The line from Maryborough to Waterford being a direct mail line, Waterford and other towns, such as Kilkenny, make up bags with Newbridge, Naas and the towns up to Dublin. As Carlow is served by a branch mail, it sends all such letters to Maryborough, where they are sorted.

3257. At what time are the letters despatched from Kilkenny for the towns of Callan and Thomastown?—To Callan at four in the morning.

3258. Supposing the mails to arrive in Carlow at 1.15, what time would they arrive in Kilkenny by the coach from Carlow to Kilkenny?—At about a quarter before four.

3259. Then so far as letters from Kilkenny for towns like Thomastown, would they lose more than half an hour or so in the dispatch of the letters?—Thomastown and Ross would lose a great deal more, because the mails are dispatched to Thomastown and Ross at the same hour as the arrival at Kilkenny from Dublin; I mean by that, that there is no delay at Kilkenny; the mail goes on at once to Ross, which is an important town, and arrives there at 5.4 in the morning, and the arrival there would be two hours and three quarters later.

3260. How is that possible? At what hour is it dispatched from Kilkenny; at four o'clock, is it not?—The dispatch from Kilkenny to Ross is at the hour at which the mail arrives from Dublin at Kilkenny; Ross is not a branch from Kilkenny.

3261. I thought you said that the letters which arrived in Kilkenny at 1.15 were dispatched for Thomastown and Ross at 4?—No, I said they were dispatched for Callan, and Goresbridge, and Gowran, at 4.

3262. Then what is the conveyance to Thomastown?—One communication runs from Maryborough to Kilkenny, on through Thomastown to Waterford; you will see that the dispatch of the mail from Kilkenny to Thomastown must be at the same hour as the arrival of the mail at Kilkenny from Dublin; the mail does not stop there, it goes on.

3263. At what hour are the mails dispatched from Kilkenny to Thomastown?—At 1.15 a. m.

3264. How are they conveyed?—They go by the Maryborough and Waterford car.

3265. At what time do they arrive in Thomastown?—They arrive in Thomastown at 2.30 a. m.

3266. At what time are they delivered in Thomastown?—At 7.

3267. Then they are lying in Thomastown three or four hours?—Till 7.

3268. If the coach was dispatched from Kilkenny to Thomastown at 4, would it not be just as useful as the time it is dispatched now?—For the Dublin mail which goes into Thomastown to have the letters sorted for delivery at 7, the arrival would be as good as it is now.

3269. Would not that be the case if they were dispatched from Kilkenny at 4, instead of at 1.15, as now?—Certainly it would, as far as Thomastown is concerned. I think I could make the matter clear and intelligible, if I may be allowed.

allowed. If you take the mail off the road from Maryborough to Kilkenny, and put it on the road from Maryborough to Carlow, and thence to Kilkenny and Thomastown, of course the only amount of delay would be the extra distance; but then you would save no money by that.

3270. Would you not save the full cost, or a great portion of the cost, of the car or coach from Waterford to Maryborough, which is a very large expense?—No, you would not; you would only run over another road; you would have to maintain a conveyance equally expensive, because we are presuming that the pace must be as fast, and therefore, in point of fact, you would gain nothing by such an arrangement.

3271. Mr. *Liddell.*] You would have rather a longer distance to perform?—You would have a longer distance to perform; you would have to run from Maryborough to Carlow and Kilkenny.

3272. Which they do at present?—No, they do not.

3273. I thought you said that the night mail is delivered by the communication from Maryborough to Carlow; is it not so?—Yes.

3274. But that is quite independent of the coach or car from Maryborough to Waterford?—Yes.

3275. Mr. *F. Scully.*] Then, if you took off the Waterford and Maryborough coach or car, you still would have the Maryborough car running, without any additional expense, to Carlow?—No, certainly not, because the Honourable Member has presumed that we should get into Carlow at a much earlier hour, and therefore should run at a much faster pace; and we should have to pay per mile as much for that communication as we now have to pay for the communication which we should take off. In point of fact, I cannot see that it would make any difference as to the expense whatever, whether you run by one road or the other. If you run to Kilkenny round by Carlow, you have to maintain a short car as far as Ballyraggett from Maryborough. If you run from Maryborough to Kilkenny, as at present, through Ballyraggett, then you have to maintain a short car from Maryborough to Carlow.

3276. Do not you maintain a car from Maryborough to Carlow at present?—Yes.

3277. Is it a one-horse car?—Yes.

3278. What is it from Maryborough to Kilkenny?—The contractor has the option of using a coach or car, as best suits him, provided he keeps his time.

3279. What is the mileage you pay from Maryborough to Carlow at present?—We pay 300*l.* a year for the car from Maryborough to Bagnalstown; that car goes beyond Carlow, and goes on to Bagnalstown.

3280. What is the mileage?—I can calculate it; about 7*l.* 10*s.* per mile per annum.

3281. Bagnalstown is on the road from Carlow to Kilkenny?—No; it is not.

3282. Is it not one of the railway stations on the Waterford and Kilkenny Railway?—It is; but it is not on the road to Kilkenny.

3283. What distance is Bagnalstown from Kilkenny, by the coach road?—Speaking from memory, I think it is 11 miles.

3284. That would be a portion of the new car conveyance which I suggest?—No; it would not go through Bagnalstown.

3285. Is there not a communication now from Bagnalstown to Maryborough?—There is.

3286. If you wanted to get the mails from Kilkenny, would not Bagnalstown be very little out of your way?—If we were making such a change as you propose, our object would be to get to Kilkenny as quickly as we could, and we should go over the old mail-coach road from Carlow to Kilkenny, which did not go through Bagnalstown. Bagnalstown is a very small place, and it would be served by a foot messenger from Leighlinbridge, from which it is one mile distant.

3287. Supposing you were to use the coach or car by continuing that car on to Kilkenny from Carlow, through Bagnalstown, or near to it, and to Thomastown and Ross, would not the only new contract to be entered into, supposing you did away with the Maryborough and Waterford car, be from Bagnalstown to Kilkenny, Thomastown and Ross?—There would be no new contract touching Bagnalstown; there would be a new contract from Carlow to Kilkenny, and there would be a new contract from Maryborough to Ballyraggett, through Abbeyleix.

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3288. Why should there be a car to Ballyraggett; could it not be served from Carlow?—Ballyraggett is on the present line from Maryborough to Kilkenny, and it is proposed to discontinue that line; but we could not leave a town like Ballyraggett without any mails.

3289. Could it not be served from Carlow like other places which are served in the same way, from other towns?—If we did that it would be a dearer arrangement; we should have to run a mail car from Carlow to Ballyraggett, and another from Maryborough to Abbeyleix. In point of fact, the mileage would in such case be higher than the present arrangement, and the accommodation would be less.

3290. Viscount *Monck*.] Is there any mail communication now at night between Carlow and Kilkenny?—None.

3291. Supposing Mr. Scully's proposal to be carried into effect, the present communication would still continue between Kilkenny and Waterford. Mr. Scully does not propose to get rid of that?—I do not know whether he proposes to get rid of it or not.

3292. Mr. *F. Scully*.] You spoke of Ballyraggett; does not the mail car from Thurles to Kilkenny go through Freshford?—It does.

3293. How far is Freshford from Ballyraggett?—We have never had any postal communication from Freshford to Ballyraggett, but I should think it is about five Irish miles.

3294. It is not a very large place, I believe?—No.

3295. It could be served from Freshford, the same as other places are, by a foot messenger?—It could be served from Freshford, if the distance is as I presume, but it would be very much injured by being so served.

3296. The additional contract (if you were to enter into a new contract for the conveyance of the mail from Dublin to Kilkenny, Thomastown and Ross, and supposing that you were to do away with the coach or car from Maryborough), would be simply for about 11 miles to Kilkenny, and from Kilkenny to Thomastown and Ross?—A new contract would have to be entered into the whole way from Maryborough to Carlow and Kilkenny.

3297. It does not go from Kilkenny to Bagnalstown at present?—No.

3298. Then the additional contract would be for that distance?—I presume we are speaking of expense; you would have to run a pair of horses at a fast pace from Maryborough to Carlow, and on to Kilkenny, instead of a one-horse car at seven miles an hour.

3299. By the one-horse car which runs at present, at what time does this mail arrive at Bagnalstown?—At 4.57 a. m.

3300. That is about 11 miles from Kilkenny?—It must be 12.

3301. That would arrive in Kilkenny before seven o'clock?—Before seven.

3302. So far as Kilkenny is concerned, it would practically be as useful as the way in which they are carried now?—By no means; the letters are now delivered at seven; the letters have to be sorted and sent out to Callan, Gowran and Goresbridge; that occupies some time; the delivery would be retarded till eight.

3302. It might be made to arrive earlier at Kilkenny if you increased the pace?—If you increase the pace, you might get round from Maryborough to Kilkenny in time to deliver at seven o'clock in the morning.

3304. Can you inform the Committee what is the mileage you pay for that one-horse car from Maryborough to Bagnalstown?—I think it is 8 *l*.

3305. Are you quite certain that is a one-horse car?—I am not quite certain that it is not worked by a pair of horses; any contractor contracting to carry a mail by a one-horse car is allowed to use two if he pleases, or four.

3306. But you only pay for one?—We advertise for one, and if the contractor knows it would be cheaper for him to work the road with a pair of horses, as contractors occasionally do, he would put in his tender at a rate which would enable him to run a pair of horses; but our practice for such mails is to have them conveyed under one-horse contracts; Mr. Bianconi very constantly runs a pair of horses where he only contracts to run one.

3307. Do you ever advertise for a two-horse contract?—We do occasionally.

3308. But in the majority of cases it is for one horse?—In the majority it is for one horse.

3309. What

3309. What is the contract mileage you pay on the other line from Maryborough to Waterford?—We pay 950*l.* for the whole distance.

3310. Do not you pay something in addition to that?—No, I think we pay nothing in addition; we convey guards, which cost an additional sum.

3311. Do not you pay for two guards 269*l.* 1*s.* 6*d.* and tolls 30*l.* 8*s.* 4*d.*, the total sum being 1,245*l.* 17*s.* 10*d.*?—£.260 for guards; it is stated that the tolls have ceased; but that conveyance is in no way under the surveyor of the district; 260*l.* is certainly paid for the guards.

3212. Do you pay for the guards on the cars?—Not on the car to Carlow; but we should have to put a guard on if we ran the mail round from Carlow to Kilkenny and then to Thomastown, as you propose.

3313. Do you do that on any one-horse car in Ireland?—A one-horse car would not go at the pace at which you propose to run this car; this car would have to run faster than the mail from Maryborough to Waterford; we have calculated we could get over the ground at nearly nine miles an hour.

3314. Why would you put on a guard; why make an exception in that case?—Because it would carry very heavy bags, and because it would run at a very fast pace, and would be a pair-horse car; the same ground would exist for putting a guard upon that car which now exists for putting a guard upon the car to Waterford; for though we should not have the Waterford sack to carry, we should have the Carlow sack to carry as well as the others; the car going away from Maryborough would carry as heavy a mail as that car now does, and any necessity which now exists for the mail guard would then exist.

3315. You convey the mails on other important lines in Ireland without any mail guard; Clonmel for instance?—Yes, but Clonmel is the only heavy bag that is conveyed upon that car.

3316. You now pay 1,200*l.* a year for the coach and car; if you were to give up that line you would have an additional contract to enter into from Bagnalstown to Ross and Kilkenny?—Not so; we should have to make an additional contract the whole way; there would be a contract for a conveyance from Maryborough to Waterford round by Carlow, because we could not break off the communication between Thomastown and Waterford.

3317. Then you would give up the communication from Maryborough to Bagnalstown I suppose?—Yes, the present car would be given up.

3318. What is the present cost of that car?—£.300.

3319. What would be the cost of the car from Maryborough to Ross?—There would be no contract from Maryborough to Ross, but from Maryborough to Waterford.

3320. Why?—Because it would be still necessary to maintain the communication between Waterford and Kilkenny, and Waterford and Thomastown; all the letters from Waterford to Ross, and Waterford to Wexford, are carried by that conveyance.

3321. Did you not say, some time ago, that the letters would arrive from Waterford in Kilkenny as soon by the use of night-mail train from Waterford as at present?—I did say so; but still it will be seen that the communication will have to be kept up from Waterford to Thomastown, and again, Thomastown would require to have a communication from Kilkenny, which is, I believe, a part of the suggested plan.

3322. Is there not a day mail communication now between Waterford and Thomastown?—Yes.

3323. Is Thomastown so very important a town, with respect to Waterford, as to require two mails?—No; but the communication between Waterford and Wexford must be preserved. All letters that go from Waterford to Wexford now go over this night mail-car line from Waterford to Thomastown; they have to pass through Thomastown, and if that communication was interrupted, the communication from Waterford to Wexford would be interrupted.

3324. Would not a car between Waterford and Ross be sufficient to keep up that communication?—A car from Waterford to Ross would be as expensive as maintaining a communication from Waterford to Thomastown.

3325. Is there a daily communication between Waterford and Ross by car; does Mr. Bianconi's car run from Waterford to Wexford by Ross?—There are communications from Waterford to Ross by steam-boat.

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3326. And by car?—I am not aware of that; but there is communication from Waterford to Ross by steam-boat.

3327. Would the saving be very considerable between the expense of conveyance from Maryborough to Ross by the way I have mentioned and what it is at present?—I do not think a shilling would be saved, I think that my evidence goes to show that there would not be.

3328. You conceive there would be no saving in having one line entirely abolished?—One line would not be entirely abolished; my opinion is, that the whole line from Maryborough to Waterford must be maintained: the difference would be, that that line would pass round by Carlow instead of going by the direct route by Abbeyleix, and that a conveyance running at such a pace as would be necessary to get into Waterford at the present hour would cost so much, that nothing would be saved; indeed I do not see what the saving could be, and my strong opinion is, that it would be more expensive.

3329. Do you mean to tell me that it would cost more than the present price you pay for the car from Waterford to Maryborough through Kilkenny, which is 1,200 *l.* a year?—I mean to express a very strong opinion that it certainly would cost as much, and I think that, if anything, it would cost more; the pace would be faster than the present pace, and the distance which the car would run from Maryborough to Waterford would be considerably greater than the distance which the car now runs from Maryborough to Waterford. We should have to supply a one-horse car from Maryborough, at any rate, to Abbeyleix, and probably to Ballyragget, instead of the present one-horse car from Maryborough to Carlow.

3330. You pay 8 *l.* per mile at present; what would be the increased cost per mile for the additional speed you speak of?—That depends upon the speed required, and the nature of the conveyance.

3331. You go seven miles an hour by the one-horse car now; suppose you go nine miles an hour, what would it cost?—No contractor who knew anything of his business would attempt to work nine miles an hour with one horse, nor should we ever make a contract for one horse at nine miles an hour.

3332. What do you pay in the contracts now existing for the pace of nine miles an hour?—We can give no fixed sum; it depends always upon the circumstances of the case, whether there is any traffic, and whether it is night or day work; but I should think that for such work as that we might pay 10 *l.* 10 *s.* the double mile.

3333. That is 2 *l.* per mile more than at present?—Yes; 2 *l.* 10 *s.*

3334. What is the distance from Maryborough to Waterford?—Sixty miles five furlongs.

3335. What is the mileage you pay at present?—We pay 950 *l.*

3336. Which amounts to 1,200 *l.*, including guards, who might be saved upon the other line?—The guards could not be saved upon the other line; the guards would be wanted as much upon the other line as they would be upon this, there being, practically, no difference in the service whatever; the bags would be as heavy, and the pace would be somewhat faster, and if a guard be necessary now, a guard would be necessary then.

3337. You must be paying either a great deal too little upon the road from Maryborough to Bagnalstown, or you must be paying a great deal too much upon the road from Maryborough to Waterford?—I cannot say that, because upon the road from Maryborough to Bagnalstown, slow pace is sufficient, and the bags being light, the driver is able to take charge of them.

3338. With respect to the use of the railway from Waterford to Limerick as it would affect towns beyond Waterford, for instance, Dunmore and Tramore, and places upon the Great Southern and Western line, such as Cashel; I asked a question of Mr. Kennedy as to the delivery of letters which left Dunmore or Tramore for Golden, a sub-post from Cashel, and in your answer upon a former day you alluded to the arrival of the letters in Cashel; whereas I asked Mr. Kennedy as to the arrival of letters at Golden; I think he stated that the arrival at Golden would not be until the second day after the dispatch from Tramore?—A letter posted at Tramore on the Monday would reach Golden on the Wednesday morning.

3339. But the answer you gave was that it would arrive on Tuesday?—I gave no such answer.

3340. You

3340. You were asked upon the subject by Mr. Wilson?—If you refer to Mr. Wilson's question to me, I think you will find he asked no question with respect to Golden.

3341. But Mr. Kennedy's answer was with respect to Golden?—I do not doubt it, but I think you will find that my answer was as to Cashel.

3342. Then Mr. Wilson did not understand the question I had put, because it was with respect to Golden?—I think it will be seen with reference to Mr. Kennedy's evidence, that Mr. Kennedy is reported to have said that a letter posted at Tramore on Monday did not reach Cashel till Wednesday; he may have also given evidence as to Golden, but I think on reference to his evidence it will be found that the other also was stated.

3343. I will read the answer which Mr. Kennedy gave; he is asked, "You are acquainted with Cashel, and the neighbourhood of Cashel, I believe? Yes. —At present, what is the time it takes to convey a letter from Tramore to Golden, in the neighbourhood of Cashel? I should say to Golden a letter posted in Tramore during the day would reach and be delivered in Golden the second morning by the day mail from Dublin; it would travel to Dublin, go down by the day mail to Cashel, be there all night, and be delivered in Golden the second day.—That is 45 miles? Yes.—And railway nearly the whole way? Yes." Mr. Wilson asked you a question as to its arrival in Cashel; I wish to know whether as to its arrival in Golden, Mr. Kennedy's evidence is not substantially correct?—Mr. Wilson Kennedy's answer to Question 1292 is perfectly correct.

3344. Mr. *Grogan.*] Mr. Scully was questioning you about the advantage to be derived from the establishment of a night train by railway from Limerick to Waterford, and *vice versâ*; I understood you to say that such a train would be of great advantage and convenience to all the towns along the line, and southward of it, in the delivery of their letters?—I think what I said was that the city of Waterford would receive great accommodation as regards its correspondence with all those towns, not that those towns would receive any accommodation.

3345. Would not the accommodation be proportionate and reciprocal?—To a certain extent, it would be reciprocal, but by no means proportionate. I think it will be easily seen that if Waterford received all its letters from Limerick, Cork, and Clonmel, by a morning delivery, instead of an evening delivery, the extra accommodation would be considerable to Waterford; whereas the extra accommodation to Limerick of having letters posted at Waterford, say two hours later than at present, would not be considerable to Limerick, certainly. In point of fact the merchants at Limerick, and the persons resident there might very probably never ascertain that such a change had been made, it could affect them so little; whereas in Waterford it could not be made without affecting very many persons in the town.

3346. You said that the people of Limerick would not derive a reciprocal advantage, as they would only gain two hours in the dispatch, which in your judgment was not of importance?—I said they would only gain the advantage of having letters for them dispatched from Waterford, say, two hours later.

3347. How would it be only two hours later?—I said "say two hours later;" there seems to be some doubt at what hour the mail train would leave Waterford. Mr. Wilson proposed half-past five. A calculation is made, I perceive, that the train would leave at nine. If it left at nine it would be four hours and half later.

3348. With respect to Mr. Wilson's hypothesis of using the present day train at half-past five from Waterford, does that go to Limerick?—No.

3349. Did Mr. Wilson's question, with reference to that train, in any manner apply to Limerick?—It certainly did, because the letters which would, under such circumstances, leave Waterford at half past five, would arrive in Limerick at the same hour that letters arrive which now leave Waterford at half-past four, and therefore it would affect Limerick.

3350. Does that train which leaves Waterford at half-past five go beyond Clonmel?—I believe not.

3351. Then how could it apply to Limerick?—It would apply to Limerick in this way; the dispatch from Clonmel to Limerick now takes place at 8.45 p. m., and the train which would leave Waterford at half-past five could get into Clonmel in time for that dispatch, and therefore those letters would go on from Clonmel to Limerick at the same time they now go on.

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3352. You seem to be in doubt as to the hour at which the night-mail train leaving Waterford for Limerick would probably be dispatched, but we will argue upon the supposition that the night-mail train leaves Waterford time enough to catch the down mail from Dublin at the junction?—That was the calculation I made.

3353. What would be the gain to the merchants of Waterford in the dispatch of their letters, if such a train were used?—If that train travelled at the average pace at which trains over that line do now travel, the Dublin mail would be dispatched at 9 p.m. instead of 7.21 p. m., and therefore in that dispatch a gain would accrue of one hour and forty minutes; the gain in the dispatch to Limerick and Cork would be four hours and a half.

3354. We will take a letter dispatched now at 7.20 to Dublin and going to Limerick?—It does not go to Limerick at 7.20; the dispatch to Dublin is at 7.20, and to Limerick at 4.30, if you mean the direct dispatch to those places.

3355. I am taking the night mail?—There is a dispatch to Limerick by the night mail, *viâ* Dublin, at 7.21.

3356. Begin at half-past four first; the direct night mail from Waterford to Limerick arrives at Limerick at what time?—Three a.m.

3357. And at what time does a letter dispatched by the 7.21 mail, *viâ* Maryborough, get to Limerick?—12.25 p.m.; in the middle of the day.

3358. The middle of the next day?—Yes.

3359. If the night mail, as we assumed, were run on the railway at 9 o'clock, what would be the time of arrival of letters sent by that mail in Limerick?—Those letters would arrive in Limerick at 3 a.m., in time for delivery at 7 a.m., instead of the middle of the day.

3360. Embracing the important hours of business?—Embracing the important hours of business.

3361. At what time would the delivery of letters arriving in Limerick at half-past 12 be completed?—The delivery in Limerick is long; it would not be completed, I should think, till 3.15 or 3.20.

3362. That is after the closing of the banking-houses?—I am giving the perfect completion of the delivery. I am not prepared to say that the delivery would not be completed before the banking hours were finished.

3363. To all intents and purposes, therefore, letters dispatched in that way by a nine o'clock train from Waterford would gain an entire day for business objects?—No, I do not think that is a fair way of putting it. I have said that all the letters might not be delivered, and probably some letters would not be delivered in the outskirts of the town till after three o'clock; but no doubt the great bulk of the letters, and I may say all the business letters, would be delivered a great deal before that, because the delivery would begin at one.

3364. I think we have shown that in the case of the night mail being dispatched at nine o'clock direct to Limerick, the letters for business and banking purposes would nearly gain, as between those towns, an entire day?—You have shown that, as regards the letters which would be posted between four o'clock in the afternoon and eight o'clock in the evening.

3365. Dispatched at nine?—That is to say, presuming the trains ran at the present pace. Since I gave that answer I have been informed that an intimation has been made by the company that they would do the work for 2*s.* 3*d.* a mile, but that the offer was made conditionally on a low rate of speed.

3366. I did not ask anything about the pace?—But the hour of dispatch depends upon the pace.

3367. What is the distance between Waterford and the junction?—The company will require three hours and a half to do the work; at least so it is understood.

3368. And twelve o'clock at night is the time at which they must catch the trains at the junction?—They must be at the junction, I think, something before that; they must be at the junction at ten minutes before twelve.

3369. That would require the dispatch from Waterford at half past eight instead of nine, as was supposed?—At 8.20; that would give up to 7.40 to post letters.

3370. At present they must be posted at what hour?—At four; therefore it would give the people in Waterford an additional three hours and forty minutes to post their letters.

3371. Now

3371. Now take the line at the other end; begin from Limerick, and assume that the night mail be put on, and the correspondence from Limerick to Waterford meeting at the junction at twelve o'clock, what alteration would that make; in the first place, at what hour would those letters arrive in Waterford?—They would arrive in Waterford in time to be delivered at seven o'clock in the morning.

3372. Which was the first delivery of letters, until very recently?—That is the first delivery of letters in Waterford at present; the letters would fall in for the first delivery.

3373. At what time are letters coming direct from Limerick to Waterford now dispatched from Limerick?—At 9.15 p.m. from Limerick.

3374. And at what time, supposing the night-mail train should be used direct, would they be dispatched?—About 10.35.

3375. Then there would be a slight gain in the dispatch?—I do not think that would be a gain for the town; I think the dispatch at 9.15 is as good as the other.

3376. Take the case of letters posted at Waterford for Cork; they now leave Waterford at half-past four?—Yes.

3377. And arrive in Cork, when?—In time for the delivery at seven the next morning.

3378. Are any of the letters for Cork ever dispatched by the Dublin mail from Waterford?—In the same way that letters are dispatched *viâ* Dublin, for Limerick; they are dispatched *viâ* Dublin for Cork.

3379. That is, those posted too late for the first dispatch?—Those posted too late for the first dispatch go up to Dublin and come down to Cork by the day mail.

3380. And when do they arrive in Cork?—At three o'clock in the afternoon.

3381. I suppose the delivery of those would be completed about half-past four?—Not so soon as that; the delivery at Cork is very long, and would not be completed before half-past five or six.

3382. Then a letter of that kind which should chance to be late in Waterford for the four o'clock dispatch going to Cork, must of necessity be nearly a day late for business purposes?—Those letters would not be delivered in Cork, under any circumstances, in time for banking hours.

3383. Now, take the delivery from Cork to Waterford, assuming the employment of the night-mail train meeting at the junction?—The dispatch from Cork would not be altered from what it is at present, which is 10.15 p.m.

3384. When would it arrive in Waterford?—In time for the first delivery, now it arrives in time for the second delivery; those letters to which we are now alluding are the letters which have been stated in evidence as being those which would be improved by the proposed acceleration.

3385. The first delivery is completed now in Waterford by what time?—The letter-carriers go out on their second delivery immediately on the completion of their first delivery, and I find that the average dispatch is about ten minutes before nine.

3386. At what time does the day mail to Dublin start from Waterford?—At 11.45.

3387. By what time must a letter be posted for that?—11.15.

3388. The first delivery is completed in Waterford about nine o'clock?—Say a little before nine. The second delivery begins at nine. Nine is the latest hour at which it begins, therefore the first delivery is completed a little before nine.

3389. That would afford a merchant, who might have occasion to do it in a hurried manner, an opportunity to communicate with his Dublin correspondent on the business with respect to which he had received intelligence from Cork that morning?—He might do so at present.

3390. If it arrived in time for the first delivery?—No, if it arrived by the second delivery, even.

3391. When is the second delivery completed?—A man living at the last house in the delivery could do so. The deliveries in Waterford do not take very long. The first delivery takes an hour and 40 minutes, and I suppose the second delivery takes the same time; therefore, beginning at nine, it would be over at 10.40. Even in that case a letter received at the completion of the delivery might be answered, because that delivery which begins at nine would be over at 10.40, and the dispatch is at 11.45; and therefore the possibility exists, though

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though I should think it is very rarely taken advantage of; it amounts only to a possibility.

3392. Is 11.15 the hour at which the mail leaves the post-office?—No, 11.45.

3393. 11.15 is when the post-office closes?—Yes.

3394. There can be no doubt that if a letter were received in Waterford from Cork by the first delivery, there would be an opportunity of answering it; but by the second delivery it is barely possible?—That is a way of putting it; the early delivery would be an undoubted gain; but the amount of correspondence with Dublin, which springs out of letters from Cork, must be very small.

3395. It would be a gain?—Yes.

3396. I have been asking some questions as to the advantages which would accrue from the establishment of a direct night mail from Limerick to Waterford, and *vice versâ*. I understood you to say, that in the views of the Post-office in regard to establishing any of those new modes of communication there were two elements; that the first and important consideration was the convenience and accommodation of the public, and that the second would be the cost?—I do not think I put it in that manner, but if I did, perhaps you will refer to the questions and answers; I have read through the evidence, and do not remember it.

3397. I am alluding to your evidence of this morning?—I do not think I said so, because I could never have intended to say that the expense was so secondary, that it bore no proportion to the public advantage. If the public advantage derived from an early mail could be proved to be of any greatness, the Post-office, without higher orders than the Post-office is able to give, could not incur an expense altogether out of proportion to it.

3398. You must not understand me as meaning to convey that in your answer the word "secondary," was meant to be used in a large sense, but that your first consideration was the accommodation of a town, and that you would not refuse railway accommodation to a town where the expense was found not to be out of proportion large; that was the meaning?—Of course, if any application for increased accommodation is made to us, we consider both the advantage to the public, and the expense which it would involve; I cannot say which would be the first or the second consideration, because they form part of one consideration; they are coupled together, and are made to balance.

3399. You have stated to Viscount Monck, that the expense of establishing such a night-mail communication as we have been discussing, would run away with the whole surplus revenue of Ireland?—I said, I think, that Mr. Hill had made such a statement.

3400. What do you say yourself upon that subject?—I do not know what the surplus revenue of Ireland is; I think Mr. Hill stated it, and I think in my evidence I said that that statement had been made by Mr. Hill.

3401. Am I to take it that your answer merely has reference to Mr. Hill's statement?—Merely as intimating that any statement made by Mr. Hill upon that matter must be correct, and that I should be guided by it.

3402. Of course in that sense of the word, I am also to take your answer and Mr. Hill's with the glossary he has put upon it, that it is almost impossible to draw any correct conclusion as to the cost of these changes; that he could not divide the expense?—Upon any matter of that description, I should think Mr. Hill should guide you, and not any evidence which I give.

3403. Then you are not giving specific evidence yourself, but are only referring to Mr. Hill's answers?—Exactly; I am giving no specific evidence as to the whole postal revenue of Ireland. May I correct an error which I made; we were speaking with reference to the arrival of the day mail at Limerick; there is a clerical error in the paper which I have had drawn out; I said that the arrival was at 12.25, whereas the arrival of the day mail at Limerick is 1.55; therefore the deduction is, that letters could not be delivered in time for banking hours.

3404. That is letters posted late in Waterford?—Speaking of letters which circulate from Waterford *viâ* Dublin to Limerick, it goes to show that those letters could not be delivered in time for banking hours.

3405. We have clearly established this fact, that supposing a night-mail communication established from Waterford to Limerick and *vice versâ*, letters posted at Waterford for Limerick would gain for business purposes a day, but that

that in return there would be no great gain in the way of dispatch?—A letter posted between 4 p.m. at Waterford, and the hour of dispatch by the night-mail train, would for banking purposes gain a day in Limerick.

3406. And a considerable additional time for posting their letters in Waterford?—That is the same thing; the information I gave as regards Waterford and Cork I gave correctly.

3407. As between Waterford and Cork, a letter posted at Cork for Waterford would, by the use of the supposed night mail, gain considerably in its delivery in Waterford?—A letter posted at Waterford for Cork at the same hour as that to which we were alluding as to letters posted for Limerick, would gain the same advantage in Cork as the letters would gain in Limerick.

3408. An entire day, and the return letter from Cork, on its arrival in Waterford, would be delivered in time to enable a merchant to write to his correspondent in Dublin by the day mail to Dublin, which by the present arrangement could not be done?—No; I think we saw that it could be done, but it would be done with more facility by the use of the proposed mail.

3409. With regard to sub-post towns served from Waterford, they would be advantaged in very much the same proportion, or even a greater proportion?—Yes, they would be advantaged either in the same proportion or in a greater proportion.

3410. The sub-towns served from towns on the line between Waterford and Limerick would also gain?—No; none of the sub-towns served from towns on the line would gain anything like so great an advantage. A letter for Passage would gain 24 hours, whereas a letter for Portlaw, a sub-office under Carrick, would not.

3411. A letter from Cork for Passage would gain 24 hours in delivery?—Yes.

3412. And how many hours in dispatch, that is to say, in the time at which it would be necessary to post the letters?—A letter now posted at Passage for Cork goes to Dublin, and reaches Cork by the day mail at 3 p.m.; whereas it would reach Cork at 2 a.m. by the night mail.

3413. It would gain an entire day?—It would gain the difference between a delivery at 7 a.m. and a delivery at half-past 3 p.m.

3414. What would be the case of Tramore; I presume the gain, with respect to a letter from Cork to Tramore, would be equivalent to the gain in a letter for Waterford?—I was not enabled to speak positively as to the Tramore mail before, but I have received a communication since. If the night-mail train leaving Waterford at 8.20 p.m. were to run, the departure from Tramore might be by the train which leaves that place at 6.30 p.m., and now the mail leaves Tramore by train at 4.30 p.m.

3415. But that mail now leaving at 4.30 is too late for the 4.30 dispatch from Waterford, of course?—It is.

3416. Is Passage the place where the ships stop?—Passage is a place down the river from Waterford, where some ships lie, but the shipping there is very trifling.

3417. That in fact is the place from which the captains would send notice of their arival?—I think practically the captains do all their business in Waterford; they come up at once.

3418. I think you stated that a letter posted in Youghal before half-past four for Waterford, would go through Cork?—It is posted at Youghal at 5 p.m., and circulates to Waterford by Cork.

3419. It comes into Waterford in time for the present second delivery?—It comes into Waterford for the present second delivery.

3420. And would under the proposed arrangement come in for the first delivery?—And would under the proposed arrangement come in for the first delivery.

3421. Now that letter goes from Youghal to Cork; is it sorted there?—It goes from Youghal to Cork, and is sorted there.

3422. Where does it go from there?—It goes from Cork, up the line of railway to Goold's Cross.

3423. I understood you to say it went to Mallow?—No, not a letter from Youghal; a letter from Fermoy or Tallow goes to Mallow, but not a letter from Youghal; that goes to Cork and up the line to Goold's Cross.

3424. Is Mallow a sorting office for any letters except those for itself?—Yes, a letter going from Cork to Tralee would be sorted at Mallow.

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3425. But not going to Clonmel?—No, a letter going from Cork to Clonmel would not be sorted in Mallow. We were talking of Youghal and Fermoy one after the other; Fermoy letters would be sorted at Mallow.

3426. Has any proposal ever been made, or has it ever been in the contemplation of the Post-office to submit a proposal to the railways to take the mail by railway, and on what terms?—I do not think a proposal of that kind was ever submitted to this railway; but Mr. Page will give you much better evidence than I can on that subject.

3427. Mr. Scully asked you several questions with regard to the mail-car from Waterford to Maryborough, proposing to send it round by Carlow instead of by its present route; you are of opinion that there would be no saving of expense, and that there would be a loss of time in that way?—Yes.

3428. The railway from Cork to Dublin is at present under contract with the Post-office?—It is.

3429. Any increased number of bags sent by day or night upon that line will not, therefore, increase their expense?—No; any number of bags sent by the existing mail trains will not increase the expense.

3430. You stated in one of your answers that, in some degree, the objection of the Post-office to give this increased railway accommodation arose from the very heavy sum you were obliged to pay the railway for the service of the mails?—I did say that we paid a very heavy sum for the service of the mails; but I do not know that I said that the heavy sum we paid one railway prevented us from paying to another.

3431. You alluded to the sum which the Post-office were compelled by arbitration to pay to the Cork Railway for the service of the Post-office?—Yes.

3432. Why do you use the word "compelled"?—Because we came to no agreement with the company; we submitted the matter to arbitration, and, having so submitted it, we were compelled, if we used the line, to pay the sum awarded.

3433. When was that?—Mr. Page will tell you, and give you any information upon that subject which you want.

3434. Did you hear Mr. Hill's evidence that your contract or contracts were made for a period of three years with those companies, and that any alteration of them as to the time of dispatch of the mails as well as other matters would depend upon their termination?—I have no positive knowledge of my own as to the nature of the contracts entered into between the Post-office and the railway companies for carrying trunk mails; it does not come under my notice or my surveillance at all.

3435. Therefore you are not yourself personally cognisant of these transactions; if it should appear that this arrangement between the Post-office and this particular railway was altogether a voluntary one, the words "compelled to give by arbitration" would not apply?—If it should appear that the arrangement on the part of the Post-office was so far a voluntary one that we were able to use cheaper trains, of course it would not apply; but it is clear we are not able to get cheaper trains, and therefore, of course, it does apply.

3436. Would you consider that any arrangement which a party voluntarily enters into, even though he cannot get it on better terms, is a compulsory arrangement?—If I am obliged to buy an article, and I buy it at the cheapest price at which I can get it, it is compulsory upon me to give that price.

3437. If there is no other article such as you want to be had?—If I cannot get the article I want at a cheaper price it is compulsory; in this case there is none other to be had; the only article in the market is the one going from Dublin to Cork.

3438. In those districts where trains run alongside the road you have used other means of communication; consequently there are other articles to be had in this particular district besides the railway?—But they are articles of a very different description; I believe the Committee think they are of a very different description indeed.

3439. You are aware of the increased accommodation which this railway has given the Post-office authorities recently by means of the travelling post-office?—Yes.

3440. Are you aware that in the event of an arbitration having taken place between those two bodies, the Post-office and the railway, there would have been a demand

a demand for an increase of payment upon the part of the railway for that accommodation?—No; I think there would have been no increased demand, and no decreased payment.

3441. Then the present arrangement under this award was a voluntary arrangement between the two parties?—The arrangement under which the extra accommodation by means of the travelling post-office is afforded, is a purely voluntary arrangement.

3442. Of course you were connected with the Post-office at the time this arrangement was made originally?—Yes.

3443. Were you sub-surveyor of the district at the time?—I was. That is, at the time the railway was first used.

3444. I presume you were consulted by the Post-office as to the arrangement for that accommodation?—Yes; I drew up the reports which were to be submitted to the Postmaster-general, showing the different amounts of accommodation which that use of the railway would give to all the different towns, but not as to cost.

3445. Is it within your knowledge that the Post-office authorities, when submitting this question to arbitration, brought forward the best evidence, and the ablest advocate to support their case before the umpire?—I do not know at all what steps the Post-office took.

3446. Have you any doubt whatever that they did so?—I do not know at all what was done, but I have no doubt that the best steps were taken; but as to what the steps were which were taken I am perfectly ignorant.

3447. From the remarks which were made in this room by Mr. Hill and others, the Post-office authorities appear to consider the present price of 4*s.* 6*d.* a mile for the night mail as very exorbitant?—I think any questions about that had better be asked of Mr. Page; I had nothing to do with it; I should not be consulted in any way, nor would the surveyor of the district, as to the price which should be paid, or the price at which the mails should be worked.

3448. Mr. Fletcher submitted a proposition to you for the working of a night mail between Dublin and Waterford; and I wish to call your attention to Question and Answer 2844, in your evidence, as to that?—I have got it.

3449. Mr. Fletcher's proposal to you was for working the night mail between Dublin and Waterford all through by the rails, instead of by the present mode?—It was.

3450. He stated that the expenditure at present incurred by the Post-office for that service would, with a slight addition, be equivalent for making an arrangement of that kind?—I think he expressed that opinion.

3451. You seem to doubt it very much in your answer, as given in 2844?—I do doubt it very much.

3452. You stated, in answer to Mr. Scully, that the sum which you pay Mr. Bianconi for that mail-car is about 8*l.* per annum per mile?—Not to Mr. Bianconi. Do you mean the Carlow car?

3453. The car between Waterford and Maryborough?—No; the 8*l.* per mile per annum was the sum paid for the car from Maryborough to Carlow, and to Bagenalstown.

3454. What is the sum paid per mile for the car from Maryborough to Waterford?—I think it is about 15*l.* a mile.

3455. We may take that as the average, running over the entire distance?—Yes.

3456. You pay the Waterford and Kilkenny Railway, which runs alongside the road traversed by that car, at present the sum of 6*d.* per mile for the day mail?—We pay the sum of 485*l.*, that being at the rate of 6*d.* a mile for the day mail.

3457. If they ran a train to suit the hour of the present dispatch of the mail from Waterford at 1*s.* a mile, and you were able to remove thereby the existing car, would not that very much work out Mr. Fletcher's calculation?—No; it would be very far from working out Mr. Fletcher's calculation. If we were to pay them at the rate of 1*s.* a mile, instead of 6*d.*, we should pay them 930*l.* a year for carrying the mail from Waterford to Kilkenny and back; at present we pay 950*l.*, which is 20*l.* more, for carrying the mail from Waterford to Maryborough and back. If we were to adopt Mr. Fletcher's proposition, we should have, besides paying to his company the sum of 930*l.*, to pay some sum for the conveyance of the mails from Kilkenny to Carlow, over that line which is called the South Eastern, and we should have to pay some further sum for the

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conveyance of the night mail from Carlow to Kildare over that line; and therefore the sum which we should have to pay to Mr. Fletcher's line would be but a small proportion of the sum we should have to pay for the whole work.

3458. Take it from Dublin to Kildare; what extra expense would be entailed upon the Post-office by running the night mail which leaves Dublin at half-past seven, with the Waterford letters, as I believe they go at present to Kildare by that train?—None.

3459. It arrives at Kildare at what hour?—At 8.50 p. m.

3460. Do you consider a train running at that hour a day or a night train, according to Post-office calculation?—That train is a night train; but if a train ceased to run at 8.50, it would be a day train.

3461. Then we will take it up to 8.50 at Kildare; what time would that train in due course reach Carlow?—In 54 minutes; that would be at 9.44.

3462. Would you call that a night or a day train?—I would call a train ceasing to run at that hour a day train.

3463. You pay a day service to that company?—We do pay to that company at a certain rate for day service.

3464. One shilling a mile?—One shilling a mile.

3465. Therefore I have brought you down now from Dublin to Carlow, which would be a day train in reality, without any extra expense?—I think not.

3466. From Dublin to Kildare what extra expenditure would be imposed upon the Post-office by dispatching letters by the half-past seven train?—None.

3467. From Kildare to Carlow, what extra expense would be incurred?—If the company agreed to run at this hour for 1*s.* a mile, or for the same price as we now pay for the day mail, which goes over that line in the morning, it would amount to a considerable sum per annum; between 900*l.* and 1,000*l.*

3468. To run the train from Kildare to Carlow?—Yes; with a mail timed at Kildare to suit the present arrival of the night mail from Dublin.

3469. That is, if the company charged you at the rate of 4*s.* 6*d.* a mile?—No, if they only charged us at the rate of 1*s.* a mile.

3470. You have stated, that according to the Post-office calculation, a train starting at the time I speak of, and running to Kildare, would be a day train?—I have made no calculation that the company would carry mails at that hour at the rate at which they at present carry the day mail; I have made no calculation; I am of opinion they would refuse to do so.

3471. I asked as to the train arriving in Carlow at 9.45, would you in Post-office estimation consider that a day or a night train, and you said you would consider it a day train?—I said, in my own estimation, I would consider a train running at that hour a day train, but I do not think anybody employed by the Post-office as referee in such a case would consider that the company should be bound to carry the mail at that hour at the same rate as they do now the day mails.

3472. Are you not of opinion that it is going beyond your province to calculate what would be the estimate of a referee?—I think it is what I am obliged to do to meet your question.

3473. I ask whether, in your estimation, a train arriving at Carlow at 9.44 would be considered a day or a night train?—I should say it was a train running during what are commonly called day hours.

3474. Mr. *Liddell.*] Have you any precise definition in the Post-office of what is and what is not a day train?—We have a very precise definition of what is and what is not a day mail, but no definition of what is or what is not a day train; day mails very often travel by night, and night mails very often travel by day.

3475. What is the latest hour in the night that the day mail may arrive; may it be at any hour?—I think I had better explain what the Post-office mean by night and day mails; those mails are always intended to express mails running from the metropolis, and not cross mails; we never call cross mails, as a general rule, day or night mails; those terms are applied to mails running to and from the metropolis. From every metropolis there is a mail running out at night after the business of the day is over; from Dublin it goes at 7 p. m., and from London it goes at 8 p. m.; that is called a night mail, and that term is carried through as far as that mail goes, and it may, therefore, clearly be seen, that when the London night mail gets into Scotland, that night mail is travelling during the day. The day mails in the same way are so called, because they leave the metropolis

metropolis early in the morning, and, therefore, a day mail which leaves London early in the morning will be travelling in Scotland during the night.

3476. Mr. *Barrow.*] Then your answer, with respect to the cost to Kildare, arose from the circumstance, that your arrangement with this railway is to pay a certain sum for trains running at the postal hour?—Exactly; but the Committee should bear in mind, that some time ago we were positively paying to that company 4*s.* 6*d.* a single mile for trains running at those very hours; and if this mail from Kildare to Carlow were run by the railway in the way suggested, and at the time suggested, we should pay the same price as for the conveyance of the mail to Cork.

3477. Mr. *Grogan.*] When the Post-office authorities were satisfied to pay this sum of 4*s.* 6*d.* a mile for the conveyance of the mail from Kildare to Carlow, are you at all surprised that the company were willing to take it?—Not at all; but the Post-office authorities were very unwilling to pay it.

3478. Have you recently entered into a new contract with the company, or is it only provisional arrangement?—There is no new contract.

3479. Does any contract at present exist with the company?—I believe not; it seems that the arrangements made under arbitration are not contracts.

3480. Will you be surprised if I tell you, that if a contract were entered into with that company at their present prices, and for the present postal accommodations, they are willing to give mails by any other branch line belonging to them for no extra charge?—I should not be surprised if they were willing to do so.

3481. Then you will assume for argument's sake that the price now paid to this particular company is the price mentioned by Mr. Hill, which I think was 32,000*l.* a year, and that this company is willing to enter into a contract with the Post-office authorities to give them all the present facilities, and also to carry the mails on the branch lines without any additional remuneration?—It may be that the company would be very glad to bind down the Post-office to pay them that sum if the Post-office be not bound, but I am really at sea in answering questions relative to the rate of pay to those companies.

3482. You stated to me that with regard to the service of the Cork to Dublin, the Post-office really had no choice; that there was only one article in the market?—Yes, I said so.

3483. And you have also stated as being positive that the Post-office have not considered it either necessary or useful to re-open the present arbitration, by holding a fresh arbitration?—It seems they have not done so yet.

3484. What objection therefore under the circumstances can the Post-office reasonably entertain to making a contract with this company, if they are to get the advantages of running on the branch lines for nothing?—I cannot answer for what the views of the department might be upon such a matter; it may be that the Postmaster-general is of opinion that he could now get much lower terms than 4*s.* 6*d.* a mile, by arbitration, and it may be his intention to go to arbitration.

3485. If that be his impression, do not you think it is his duty as a public officer to try it by arbitration?—Certainly it will be his duty to do so at the period when he thinks it can be done availably.

3486. I was endeavouring, before I put that question to you as to obtaining the service of the branch lines for nothing, to show you that according to my estimation you could bring the mails down to Carlow without any additional expenditure?—I do not think even if they would do it for nothing that your position is proved, because it would be very clear that they would be carrying the night mail from Kildare to Carlow for nothing in order to induce the Postmaster-general to continue to pay 4*s.* 6*d.* a mile for the whole line down to Cork..

3487. Which they are at present receiving?—Which they are at present receiving, but of which they have not a long tenure, and therefore it would be clear that we should be giving them a certain amount of value for their service down to Carlow; they would give us the service to induce us to continue the large sum which we pay now down to Cork, and if you presume that, you must also presume that we think we can get the service down to Cork at a less sum, and therefore it would not be that we should get the mails carried for nothing.

3488. You have stated already that the Carlow bag was a heavy bag; it is at present transmitted by one-horse car without any guard?—It is so.

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3489. Would the accommodation which we are now supposing, be an advantage in point of security and in point of dispatch to the Carlow communication?—It would be no advantage to Carlow in point of dispatch or in point of arrival; whether it would be an advantage in point of security dipends upon the way in which the evidence respecting these mail cars is received by the Committee.

3490. Take it now with regard to the point of arrival: you said it would arrive in Carlow at about 9.45 in the evening; at what time would it arrive in Kilkenny?—10.44.

3491. Too late to be delivered that night?—Yes.

3492. And to be delivered in the morning at much about the same hour as it is at present?—Yes.

3493. Then as to the dispatch?—I have a return here which I am going to put in, when my evidence is concluded with regard to the hour at which the mails would be dispatched from Kilkenny and Carlow, in the event of this line being used; I have said that it would depend upon what arrangement might be made between the Post-office and the railway company. Mr. Fletcher was not quite decided as to the hour at which he would propose to start the mail train from Waterford.

3494. We are speaking now of the payment; what price are you paying at present to the Irish South Eastern line for the transmission of the day mail?—We pay them at the rate of 4 *d.* a mile, 263 *l.* 8 *s.* 10 *d.*

3495. And you pay the Kilkenny and Waterford 6 *d.* a mile?—We pay the Kilkenny and Waterford 6 *d.*

3496. My supposition to you was, that you paid 1 *s.* for this night mail; what would be the total expenditure then between Waterford and Carlow?—About 1,500 *l.*; the present sum at 6 *d.* a mile is about 750 *l.*, therefore double that would be 1,500 *l.*

3497. About 1,500 *l.* to run the night mail upon those lines; in that event, what expense of cars would be saved?—The car from Maryborough to Bagenalstown would be saved.

3498. What would that amount to?—£.300 a year.

3499. Am I to take it that 300 *l.* a year would be saved from that line?—Yes; the whole of that car would be saved, and the car or coach from Maryborough to Waterford would be saved.

3500. What would that be?—£.950.

3501. Does that include the tolls we heard speak of before?—The tolls were only 30 *l.* a year; I am not able to say that they have ceased.

3502. That is 1,250 *l.* a year?—Yes.

3503. Would there be any economy, in point of guards, in the event of your running upon that line?—No, they would cross on the road; there must be two.

3504. Would there be any economy effected in the transmission of the mail which at present goes to Ballyragget by the means which Mr. Scully has referred to?—No, there would be no saving of expenditure; but you must deduct from the 1,250 *l.* the cost of serving Abbeyleix and Ballyragget from Maryborough, and you must also deduct the cost of communications between the stations and the post-office at Athy, at Carlow, at Bagenalstown, at Kilkenny, at Thomastown, and at Waterford; and you must also deduct the expense of a foot-messenger, who would have to go from Bagenalstown to Leighlinbridge.

3505. Can you form an estimate of what would be the total of that cost?—The probable cost of serving the post towns from the stations might be put down at 15 *l.* for each station.

3506. Take for instance the transmission from the railway station at Bagenalstown to the post-office at Bagenalstown, you put down that as an annual sum of 15 *l.*?—No, I do not put that down as an annual sum of 15 *l.*; it would vary very much; it might be less at Bagenalstown and more at some other places; it varies according to the distance, and it of course depends somewhat upon the hour; if the man has to get up in the night to do it, which he has in some instances, of course he would be paid more. At Waterford it would probably cost 40 *l.* a year, as the mails would have to come in on a car.

3507. At what time would they come into Waterford?—In the middle of the night; I had made my calculation that they would arrive at Waterford at 1 a. m.; it depends upon the rate of speed that would be maintained.

3508. Will you give me the estimate upon which you have made out the sum of about 15*l.* per station?—I was asked to do it very quickly; as a general rule it will cost that average. At Carlow, at Waterford and at Kilkenny the communication would be not that of a foot messenger, but a mail car would be necessary; the bags would be too heavy to be carried by a foot messenger; at those three places it might come to 40*l.* a year. At Thomastown, Athy and Bagenalstown it would come to a good deal less than 15*l.*; I am sure I am under the mark when I average them at 15*l.* a year throughout.

3509. It appears to me, when you get bags carried 20 miles in a day for 7 *s.* per week, you make a large estimate in putting 15*l.* per station?—It is the difference between night service and day service, and a mail car and a foot messenger.

3510. It is impossible at present to go into those calculations with any degree of accuracy; but what do you say would be about the cost of such transmission from the railway station to the post-office, on the line to which we are referring?—I think I may safely say, that it would certainly exceed 120*l.* to serve the towns from the stations.

3511. Then what do you put down as the expense of the postal car between Maryborough and Abbeyleix, which appears to be the centre of several small towns; what is the distance?—It is eight miles six furlongs. I will say 60*l.* I am almost sure it would be more than that, but I put it at the lowest. The Committee must remember, that, in point of fact, the Postmaster-general would send that car on to Ballyragget.

3512. What is the number of letters delivered at Ballyragget?—The number of letters is 1,023 in the week, amounting to 277 *l.* of revenue per annum.

3513. Could not that be carried on by a foot messenger from Freshford?—It could not be carried on by a foot messenger from Freshford. I do not think you have a right to take a town and throw it over, for the purpose of giving some benefit to another town. My opinion is, that the mail car would be carried into Ballyragget from Abbeyleix.

3514. Mr. *Liddell.*] Is there any particular stipulated number of letters which regulates the transmission by foot messenger?—No, there is not; but from my knowledge of the place when I was in the district, and from my knowledge of such matters, I am prepared to say, that the Postmaster-general would serve it by a mail car.

3515. Mr. *Grogan.*] What is the population of Ballyragget?—I have no means of knowing the population of any places; probably the population of a town having a large number of letters may be very small, but the number of letters may be large, because of the district around it.

3516. Is Ballyragget a post town?—It is.

3517. How many places are served from it?—Castlecomer, which is a much larger place.

3518. How is the post carried between Castlecomer and Ballyragget?—By a foot messenger.

3519. Is there any extensive commercial establishment in Ballyragget?—None.

3520. Or at Castlecomer?—Not to my knowledge.

3521. Are there any coals at Castlecomer?—There are coal-mines in the district of Castlecomer; but the coal districts do not get their letters from Castlecomer, they get their letters from a place called Crettyyard.

3522. I understood you to say that Castlecomer is a larger and more important place than Ballyragget?—It is.

3523. And it is served by a foot messenger from Ballyragget?—Yes.

3524. Why do you say so positively that it would not be advisable to serve Ballyragget from Freshford?—Because it is necessary to send the letters on beyond Ballyragget to Castlecomer.

3525. Would there be any difficulty in doing that?—If we had a foot messenger coming into Ballyragget, and the letters had to go on to Castlecomer by another messenger, the delay would be excessive; it might be that instead of running the mail car on from Abbeyleix to Ballyragget, we might run it on to Castlecomer; then Ballyragget would be made a sub-office under Castlecomer, instead of Castlecomer being a sub-office under Ballyragget.

3526. What would be the expense that you think would be occasioned in

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consequence of that arrangement?—The mail-car would probably cost 160 *l.* per annum.

3527. Viscount *Monck.*] In addition to the 60 *l.* for Ballyragget?—No, including that; for the mail-car, whether it went to Ballyragget or Castlecomer. I think the effect of that would be, that we should have to deduct something like 280 *l.* from the 1,250 *l.*, which would be saved, and that would leave us 970 *l.* to pay for the conveyance by railway; and it will be seen that we already pay to this railway, for the conveyance of the day mail by train, 750 *l.*; and the presumption of the Honourable Member is that the night mails would be carried for double that sum, which is 1,500 *l.*

3528. Mr. *Grogan.*] I took the figure from yourself?—I think the evidence would have been given much clearer, if Mr. Page had given it. The conveyance of the mail, at the rate of 1*s.* a mile for the whole distance, would be 1,953*l.*

3529. Instead of 1,250*l.*?—No, not instead of 1,250 *l.*; we should only have applicable the sum 970 *l.* towards paying that 1,950 *l.*

3530. I cannot follow your calculations as you make them, but it does not appear to me that they tally with the other evidence?—We at present pay for the two conveyances running to Maryborough the sum of 1,250*l.* per annum. We presume that that amount would be saved by the discontinuance of those cars; we have then to deduct from that saving 280*l.* additional expense, which leaves 970 *l.* Then the sum which has been named as the probable charge for the conveyance of the night mails from Waterford to Carlow is 1,953 *l.*; and it will therefore be seen that we shall have 970 *l.* to pay 1,953 *l.*

3531. Viscount *Monck.*] Would you not have to add something to that for the conveyance of the mails from Carlow to Kildare?—The Honourable Member has thrown that out of question. I cannot say that we should not. I think we should have to pay; but we are making a calculation now for conveying the mails up to Carlow.

3532. Mr. *Grogan.*] You make the calculation on the supposition that no charge is made for the conveyance of mails from Carlow to Kildare?—Exactly; that is your supposition.

3533. Now we will take the dispatch, if you please. The mail would be dispatched from Waterford, we will say at half-past seven in the evening, by train?—Yes.

3534. It would arrive in Kilkenny, when?—I think that Mr. Fletcher said that the dispatch from Waterford was to be at half-past eight.

3535. Then take it at half-past eight, or eight, if Mr. Fletcher said so?—If it left at half-past seven it would be better for Kilkenny.

3536. Take it at half-past seven, it would arrive at Kilkenny at what o'clock?—At 15 minutes past nine.

3537. That would be too late for delivery there?—That would be too late for delivery there.

3538. Would it be too late for merchants to get their letters, if they chose to call at the office for them?—I do not think that we ever give a delivery of letters, arriving after 9.15; if a point were made of it, it might be done.

3539. It would arrive at 9.15?—It would arrive at 9.15 at the station; there would be 15 miles to get to the post-office, and 15 minutes to sort the letters; we close all the offices at ten.

3540. If it were a great object the public could get their letters at that time, those who chose to send for them?—I think it might be done.

3541. By the present arrangement letters would arrive in Kilkenny at 10.51; that is nearly two hours later?—Yes.

3542. They could not possibly be received that night?—No, they could not possibly be received that night; in point of fact they would not be received in either case, by one arrangement or the other.

3543. Take Thomastown; Thomastown would receive its letters something before a quarter to eight, I suppose?—Where from?

3544. Suppose the night mail left Waterford, as we said, at half-past seven?—Thomastown would receive its mail from Waterford at a quarter to nine.

3545. Those letters could not be delivered that night?—Not by the letter-carrier; they might be got from the window.

3546. At what time do those letters arrive by the present conveyance?—At 9.36 p.m.

3547. Can

3547. Can they be got from the window?—I imagine not.

3548. Then Thomastown is the turning point upon your line, down to Ross?—Yes.

3549. Assuming the night mail to be used, at what time will the Dublin down mail reach Thomastown?—At 11.17.

3550. Would it be dispatched the same night on to Ross?—Yes; the dispatch on to Ross must wait for the arrival from Waterford; it could be dispatched as soon as the two arrivals had taken place at Thomastown, the one from Waterford, and the one from Dublin.

3551. The one from Dublin would necessarily be subsequent to the one from Waterford?—Starting at that hour it would.

3552. Then Bennettsbridge?—Bennettsbridge is a little village, served by a foot runner from Kilkenny.

3553. Do you know the district of Bennettsbridge?—Yes.

3554. Are you aware there are very large milling establishments there?—I know there are.

3555. Of considerable importance?—Yes.

3556. And as a matter of course, facility of postal communication must be an object to them?—It would not affect Bennettsbridge in any way at all; Bennettsbridge at present gets its mail at 7.40 in the morning, and it would still get its mail at 7.40 in the morning; it dispatches its mail at 5 p. m., and it would still dispatch its mail at 5 p. m.

3557. Would it be necessary to dispatch at five if you had a mail at half-past seven from Waterford?—It would not alter the circumstances under which it is so dispatched; whether it is necessary to dispatch it so early or not, is another question, but it would not alter the ground of dispatch at all; it is served by a foot messenger.

3558. By a foot messenger from where?—From Kilkenny.

3559. It is a sub-post?—It is.

3560. Is Bagenalstown a sub-post or a post?—Bagenalstown is a sub-office, having the advantage of a direct bag from Dublin by the day mail; it has most of the advantages of a principal office, without being a principal office.

3561. In the event of this night-mail being run from Bagenalstown, it then probably would have a bag to itself?—In the event of the train being used, Bagenalstown would have to be made a principal office.

3562. The population of Bagenalstown is not very considerable?—No, it is a small town.

3563. But there are very extensive milling establishments there?—There is a good deal of milling through all that part of Ireland.

3564. Are you aware of the number of letters which go to Bagenalstown, or of the income of the office?—No, it is a sub-office; I am not able to state that.

3565. But you are aware of the fact that there are very large milling establishments there?—There are large milling establishments there.

3566. And it would be a great accommodation, of course, to the gentlemen concerned in those establishments to have facilities of that kind?—They would get no increased facilities; when I say no increased facilities, they would get the same facilities that Mr. Alexander, who gave evidence, would get with reference to the letters from Waterford; but they would not get their letters any earlier than they do now.

3567. What is the facility you allude to?—A letter posted in time for the night dispatch from Waterford would reach Bagenalstown the next morning; now it only reaches Bagenalstown by the day mail in the middle of the day for delivery about noon.

3568. With regard to Bagenalstown and to Carlow, the advantage which you allude to would be attained in both those places?—An acceleration of letters between Waterford and those towns would be given.

3569. I pass over the smaller places, Gowran and so on, and merely confine the question to Bagenalstown and to Carlow?—It would not affect Gowran at all; Gowran has its letters from Waterford direct at present, but Bagenalstown and Carlow, which now receive their Waterford letters in the middle of the day, would receive them in the morning.

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3570. Then with regard to the facility of answering those letters, a letter would be delivered early in Bagenalstown on the morning after it was written in Waterford?—Certainly.

3571. What opportunity would there be then of replying to that letter?—That letter might be replied to by the dispatch of the day mail to Waterford.

3572. And would be received in Waterford at about half-past one or two?—Yes.

3573. Supposing a letter were now written in Waterford on Monday evening, and dispatched by the present mode of conveyance to Bagenalstown, when could a reply to that be sent?—The reply to that from Bagenalstown would reach Waterford in the middle of the day on Wednesday, but from Carlow it would reach by the first delivery on Wednesday.

3574. That is, to a letter posted at Waterford on Monday evening, an answer would be received in the middle of the day on Wednesday from Bagenalstown by the present arrangement?—Yes; by the present arrangement, that would be the circulation.

3575. To a letter posted in Waterford, by the proposed employment of a train for the night mail, an answer would be received by the middle of the day on Tuesday?—Yes, it might be so.

3576. In Carlow the advantage would be somewhat analogous?—No, the advantage would not be analogous, because Carlow has a direct communication by railway which would enable it to answer its letters a post earlier to Waterford; the answer from Carlow would reach Waterford in time for the first delivery in the morning, instead of in time for the third delivery, at two o'clock.

3577. How would that letter travel; would it go to Maryborough?—Yes, it would go to Maryborough; there is a bag made up at Carlow by the train leaving Carlow about 7 p.m., which is carried to Kildare; the letters so sent come down from Kildare by the night mail train.

3578. Is there a day-post from Carlow?—There is.

3579. The advantages, such as they are, are obvious to Bagenalstown; but as to Carlow, as between Carlow and those places, they could only be attained at the expense of about 950*l.* a year?—The increased expense would be about 900*l.* a year, but in making the calculation, which has just been given, we have calculated the advantages, but have not calculated the disadvantages.

3580. Now will you be kind enough to speak to the disadvantages?—The dispatch, I think, has been stated to be from Kilkenny at 9.15 p.m., that is to say, from the Kilkenny station, and the dispatch, the Kilkenny post-office would be at 9 p.m., and letters would be posted up to 8.30 p.m.; at present they are posted up to 10 p.m., but the disadvantage in this respect would be felt more severely at other places.

3581. What is the extent of the disadvantage entailed upon Kilkenny by the substitution of the one for the other, for all purposes of business?—Not a very heavy disadvantage; and in the same way the advantage to Bagenalstown would not be a very heavy advantage.

3582. You said there were some towns that would be more inconvenienced by such an arrangement than Kilkenny; what are they?—Gowran and Goresbridge, which at present dispatch their mails at 8.7 and 7.37, would have to dispatch them an hour earlier; Callan, which now dispatches its mail at 8.7, would have to dispatch its mail an hour earlier.

3583. Can you tell me the extent of the correspondence of any or all of those places?—I cannot state the correspondence with those places, but I am going on in the list; I can state the correspondence of Ross, which would be inconvenienced in a similar manner; I think the arrival at Thomastown was calculated to be at a quarter before 9, we will call it at 9 o'clock, at the post-office. The dispatch from Ross would have to take place at 6.20 instead of 7 p.m. The revenue of the Ross post-office can be stated; it is 853*l.* per annum.

3584. Is that revenue derived from letters traversing across the country from Waterford?—It is derived from letters traversing from Ross to all parts of the country, and those letters are letters which would go by the mail to which we are alluding, which is a mail traversing to all parts of the country. Letters from Ross to London and Ross to Dublin would be affected by this change.

3585. Is it the only communication from Ross to all parts of the country, including Dublin, and to London by Thomastown?—The only communication from

from Ross to Dublin is by Thomastown. Letters from Wexford to Cork, which now leave that town at 3 p. m., would have to leave at 2.20 p. m.

3586. Would those letters arrive earlier by such an improved line than they do at present?—Those letters would not arrive earlier at any town by such an arrangement. The accommodation would be increased as regards letters from Ross to Carlow, in the same way as it would from Waterford to Carlow.

3587. Are those the whole of the inconveniences that you consider would arise from this substitution of the rail for the present mode of communication?—I think I have named them all.

3588. Will you sum up briefly what you consider to be the advantages and disadvantages of that mode of conveyance?—I consider that the advantages are the increased communications between the county of Carlow, and Waterford and Wexford.

3589. Would there be a gain of a day?—No, not of a day; but there would be an increased facility between those towns, and, as far as I am aware, that is the only advantage which would arise from the use of this railway.

3590. Will you specify what that increased facility would amount to?—A letter posted at Waterford on the Monday for Carlow, would reach Carlow in time for the first delivery on Tuesday, instead of only being in time for the second delivery on Tuesday, and the answer to that letter might reach Waterford on Tuesday evening in time for the afternoon delivery, instead of reaching Waterford on the Wednesday morning in time for the first delivery.

3591. Now for the disadvantages?—The disadvantages I have given.

3592. The same remark applies to the district generally with regard to Carlow, Wexford, and Waterford?—Yes, the county of Carlow with those districts.

3593. The disadvantages you have already enumerated?—The disadvantages I have already enumerated, and in my opinion, irrespective of the expense, the disadvantages are more considerable than the advantages.

3594. Mr. *De Vere.*] The Dublin and English mails which arrive in Limerick go on from there to the west of the county of Limerick?—Yes.

3595. They go on as far as the town of Newcastle, I believe?—They do.

3596. They are carried as far as Newcastle by car?—They are.

3597. I believe that goes no further than Newcastle?—It does not.

3598. How far is it from Newcastle to Abbeyfeale, which is further west?—Speaking from memory only, I think it is 14 English miles.

3599. It is stated to me as 10 miles; it may be 10 Irish miles?—I think we used to consider it a 14 English miles stage when the mail-coach was running; I may be wrong; I am only stating it from memory.

3600. At what hour do the mails reach Newcastle?—At 7.10 a. m.

3601. At what hour do the letters reach Abbeyfeale?—1.30 p. m.

3602. Are you quite sure that that is correct?—1.30 p. m., that is the hour stated, and I am quite sure it must be that or something quite close to it; I have no doubt as to the correctness of it.

3603. How are the mails brought to Abbeyfeale?—By a runner from Listowel.

3604. At what hour would they arrive at Abbeyfeale if the car which stops at Newcastle was carried on to Abbeyfeale?—Presuming I am right as to the distance, they would arrive there at half-past nine.

3605. They would then have from half-past 9 to 3.30 p. m. to answer their letters?—No, not to 3.30 p. m.; 2.30 p. m.

3606. That is to allow for the closing of the post-office?—No; 2.30 would be the dispatch of such a car. The dispatch at Newcastle is at 5 p. m. We must allow time for the sorting of the letters at Newcastle. I presume that the journey from Newcastle to Abbeyfeale would take fully two hours; it is a very hilly road.

3607. Then there would be a very considerable saving of time by carrying on the letters by car from Newcastle to Abbeyfeale, instead of making Abbeyfeale depend for its service upon Listowel and Kerry?—No doubt.

3608. People at Abbeyfeale cannot now answer letters by return of post?—No.

3609. Is it not the fact that Newcastle is the business town of Abbeyfeale; the market town, and the great shopkeeping place of business, in fact, of Abbeyfeale?—I should imagine it to be so, from the fact of Abbeyfeale and Newcastle

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being in the same county; Abbeyfeale and Listowel are in different counties; but I am not aware of it upon any other ground.

3610. Suppose a person wrote a letter at Abbeyfeale for Newcastle, which is 14 English miles off, and suppose that letter posted at Abbeyfeale at 9 o'clock a. m. on Monday, I believe it would remain in the Abbeyfeale post-office until Tuesday?—Yes; there is only one dispatch at Abbeyfeale, which takes place at 7.40 in the morning.

3611. Then that letter, though written early in the morning, and posted that day, will remain in the post-office at Abbeyfeale till the following day, Tuesday?—It will.

3612. It then goes to Listowel by a foot messenger?—Yes.

3613. From there it goes to Tarbert, in the county of Kerry?—No; it cannot be said to go to Tarbert. The mail-car from Tralee to Limerick passes through Listowel and Tarbert; and this letter being placed upon the mail-car at Listowel, would go through Tarbert, but it does not go into the Tarbert post-office.

3614. Then this letter, after reaching Listowel, goes through Tarbert and through Glin, in the county of Limerick, to Limerick?—The letter, when it reaches Listowel, is put into the bag there, which is taken up by the mail-car, and that mail-car on its road to Limerick passes through Tarbert and Glin.

3615. Then that letter will remain that night in Limerick?—It will.

3616. And will go out by the mail-car to Newcastle the following day?—It will.

3617. Then a letter which is posted on Monday morning in Abbeyfeale for Newcastle, a place 14 miles off, does not reach Newcastle until what hour on Wednesday?—7.10 a. m.

3618. The distance between the two places being 14 miles?—Yes.

3619. Can you tell me what is the cost of the conveyance of the mails from Listowel to Abbeyfeale by the runner of whom you speak?—£. 20 per annum is paid to the runner.

3620. Can you inform the Committee what would be the probable cost of continuing this Limerick and Newcastle car on to Abbeyfeale, which would afford such great postal convenience?—£. 70 per annum would probably be the cost.

3621. It is stated to me that it would be from 40 *l.* to 50 *l.* per annum; you think that would be too little?—I made the present contract with the man, or at least I saw the present contractor who runs the mail-car from Limerick to Newcastle at the time he was taking the contract; I had a conversation with him respecting the arrangement, and at that time I am sure he would not have gone on for such a sum.

3622. Then supposing it would cost 60 *l.* or 70 *l.*, you would have to deduct from that the sum now paid for the runner, and the balance would be the cost of the additional conveyance?—The balance would be the additional cost for serving Abbeyfeale, and that balance would equal the whole revenue of the post-office of Abbeyfeale.

3623. Can you state what is the revenue of the post-office of Abbeyfeale?—I cannot state it accurately; but at the time at which Abbeyfeale was made a sub-office of Listowel, it did not exceed 50 *l.* per annum.

3624. When was that?—I think it was on the 6th of July 1851.

3625. Are you aware that Abbeyfeale is a very rapidly improving town, and that it is the outlet to a great extent of mountain country, which is under a very rapid process of reclamation?—I certainly am not aware that Abbeyfeale is an increasing town; it certainly was not so four years ago. I have no personal knowledge of it since that time.

3626. But even four years ago its revenue was 50 *l.* a year?—I am not speaking accurately; but that was about the revenue of it.

3627. Do not you suppose there is likely to be considerably more than that now?—I am inclined to think it is very little more than that now.

3628. Why do you suppose that?—I do not think there have been any causes at work which would increase it to any great extent.

3629. I think you stated just now, that you are not aware of what has been the progress of the town for the last four years, or the progress of the country around it?—I am not; but I think I may say that any improvements which have taken place in the neighbourhood of Abbeyfeale must be agricultural improvements;

ments; and agricultural improvements do not greatly increase the number of letters; besides, such improvements must have taken place in a very poor class of land, and therefore they are the least likely to do so.

3630. The postal circle around Abbeyfeale I believe is of very considerable extent; if you look at the map you will see there is a very large blank space represented upon it, without any lines representing postal communications?—That arises chiefly from the fact that the country round Abbeyfeale is a very poor thinly inhabited country; a mountainous district; there is a very large quantity of mountainous district round Abbeyfeale.

3631. Are you aware that that mountain district has been lately undergoing a very rapid process of reclamation and improvement?—I was not aware of that.

3632. Mr. *Maguire.*] Just one question with reference to those guards who have charge of the mail on the Great Southern and Western Railway; I believe there is a very great trust and confidence necessarily reposed in them in that situation?—Not any extraordinary trust and confidence.

3633. Have they not the sorting of the letters, and are they not in fact postmasters to all intents and purposes *pro tanto*?—No.

3634. Do they ever sort the letters?—No, they never touch the letters at all.

3635. What do they do?—They wait upon the clerks who travel in the railway post-office, hand out the bags and tie and seal them, and do the coarser part of the work.

3636. Are there clerks in charge?—There are clerks who travel in that railway post-office.

3637. And in fact, in the department allotted to them, they discharge all the duties of postmasters?—All the sorting duties.

3638. Is not the labour rather severe?—Those men are under Mr. Page's control altogether; he will be able to tell you exactly the state of things; I should think the labour was severe.

3639. If I mistake not, those men are compelled to have lodgings in the two county towns, Cork and Dublin?—I believe they must do so.

3640. Lodgings in both frequently?—I presume so.

3641. Is there any proportionate remuneration for that service?—The men you are alluding to are all under Mr. Page's control, who is going to be examined.

3642. *Chairman.*] As to the memorial which you produced to-day from Clonmel; it complains of the inconveniences suffered in the postal communication with Waterford?—It complains in this way: "Your Lordship is especially requested to notice the hardships which this town, in common with Carrick and Cahir, suffer by the present system of communication with Waterford, the place of import and export for this part of the south of Ireland. It now takes 36 hours to have a reply, which might be had in half a dozen hours.

3643. If this memorial had been referred to you, would you have felt it your duty to inquire what those inconveniences were?—I presume that this refers to the inconvenience in the circulation of letters; I certainly should have inquired into that.

3644. Then you would have found out the circumstance about the quarter before nine?—No, I do not find that that is alluded to at all.

3645. It is not specially alluded to; but do not you consider that that would be regarded as one of the inconveniences in the postal communication?—I do not think it was so regarded by the persons who signed this memorial; it will be in your remembrance that I stated I had some conversation with one of the most influential gentlemen in Clonmel, who had signed this memorial, and he stated positively, that so far from thinking that this extension ought to be given, he was sorry it was so given.

3646. But when that memorial speaks of the inconvenience of the postal communication between Waterford and Clonmel, if it had been referred to you, would you have thought it your duty to find out that there was only a quarter of an hour allowed for the delivery of letters at the window, and would you not have considered that an inconvenience?—If this memorial had brought to my knowledge such a circumstance, I certainly should have been disposed to rectify it, but I should not have considered that it was alluded to in the memorial; I should have thought no allusion was made to it in the terms of the memorial.

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3647. Does not the memorial speak of a number of inconveniences, and is not that among them?—The memorial does not speak of the inconvenience of having only a quarter of an hour.

3648. Surely that paragraph admits of a number of inconveniences?—No, I think not.

3649. Mr. *Maguire.*] Here is a statement made on the 20th of July; a gentleman states, that a letter posted at Tallow or Lismore, and *vice versâ*, has to be sent 130 miles, and to travel 17 hours or more; if I mistake not, you left me under the impression the other day, that it did not occupy the number of hours suggested?—No, I think not; I think what was stated, was this: that a letter posted at Tallow for Lismore went up to Dublin, and came down from Dublin, and took two nights and a day; and I said, that the communication was of such a nature, that a letter posted at Tallow at 4.50 p. m. on the Monday reached Lismore at 7 a. m. on the Tuesday.

3650. That is 15 hours; it takes 15 hours to go?—Fourteen and a half; the circulation being all during the night.

3651. That is from Tallow to Lismore, or *vice versâ*?—Yes.

3652. This gentleman is a man of very great intelligence, and he states that it takes 17 hours and more; you say, it takes but 14½, and that that is all done in the night?—I state, that letters leave Tallow at 4.50 p. m., and get into Lismore at 7.5 a. m.

3653. That is 15 hours, is it not?—Yes, nearly so.

3654. That is what you say it is from one town to the other, and *vice versâ*?—From one town to the other, and *vice versâ*.

3655. Mr. *F. Scully.*] In answering a question put to you the other day, I think you said that it was stated by me that I was under the impression that Mr. Bianconi was not the contractor for the mail from Goold's Cross to Clonmel last winter?—Yes.

3656. I will just call your attention to question 2509; I asked you, "Are you acquainted with the contractor for the car between Goold's Cross and Clonmel? Who was the contractor last winter? Was it Mr. Bianconi? Mr. Bianconi has been the contractor ever since the car was on the road, I believe; I do not think any other contractor has been on that road.—Are you certain of that? I see that there was one contract dated the 6th of October 1852 by Mr. Bianconi"?—We were then speaking, I think, with reference to the day mail, not to the night mail.

3657. I ask, at Question 2522, "Have you any evidence to show at what time the contract commenced with Mr. Bianconi for the two mails"?—I said, "There was one contract on the 6th of October 1852, and another on the 11th of June 1855"; but I think you will find on referring to the evidence, I stated at the time I was not certain of it, but I afterwards corrected it, and gave the accurate date of the contract.

3658. Perhaps there was some little irregularity in the proceeding on my part; I think I was standing up and you stated to me, at least so I understood you, that this other person had been the contractor during the last winter; and that Mr. Bianconi was not?—The impression I wished to convey to you was, that there was another contractor at the time the accident took place; it is a misunderstanding upon my part. I wish to deliver in some returns which were promised by Mr. Hill. The first is a return, showing the number of letters received at the post towns in the counties of Cork, Waterford, Limerick, Tipperary, Kildare, Carlow, Kilkenny, Wicklow, and Wexford, together with the revenue accruing therefrom for six years. The next is a return, showing the principal improvements recently effected as regards the postal arrangements in the south of Ireland, and the additional expense incurred thereby. And the next is a return, showing the revenue of certain towns in the south of Ireland, in the years 1846 and 1855; and also the arrival thereat, and dispatch therefrom, of mails in those years, as contrasted with each other, and with their arrival and dispatch, according to proposed use of railways between Limerick and Waterford, and Kildare and Waterford (*delivering in the same*).

Vide Appendix.

Lunæ, 30° *die Julii*, 1855.

MEMBERS PRESENT.

Mr. Meagher.	Mr. Barrow.
Viscount Monck.	Mr. Grogan.
Mr. Lowe.	Mr. F. Scully.
Mr. Wickham.	Mr. Maguire.
Mr. Wilson.	

THOMAS MEAGHER, Esq., IN THE CHAIR.

Edward Page, Esq., called in; and Examined.

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3659. Viscount *Monck*.] WHAT is your employment in the Post-office?—I am at the head of the Mail-office in London.

3660. But you have also to do with the mails in Ireland too?—With the chief mails in England, Scotland, and Ireland.

3661. Negotiations with railway companies for the carriage of the mails pass through your hands, I believe?—The greater part of them do.

3662. Have you heard Mr. Hill's and Mr. Trollope's evidence?—I have been present in this room during the greater part of the time that this Committee have sat, and I did hear their evidence.

3663. Have you anything you wish to add with reference to the detailed account of posts in Ireland, or can you add anything to Mr. Trollope's evidence?—No, I am comparatively ignorant of much of the detail on which he was examined, but I quite concur in what he has stated, so far as he has spoken on matters within my department.

3664. Are you aware of the rates of payment made to railway companies in England and Ireland for postal services?—I am.

3665. What is the result of the comparison between the rates paid in England and those paid in Ireland?—There can be no doubt that Mr. Hill has correctly stated that the rates paid in Ireland to the railway companies have been much higher than those paid in England and Scotland per mile.

3666. Take the instance of the Great Southern and Western Railway. What is the annual payment to that railway?—I have confined my statement here to the payment for the night and day mail trains between Dublin and Cork, and they amount to 32,000*l.* a year.

3667. Do you know of any somewhat similar line of communication in England, so as to give the Committee the means of comparing the amount paid to each?—The nearest comparison I can give is that of the line from London to Dorchester, which is the South-Western. The length of the railway from Dublin to Cork is 164 miles, which is travelled over by night and day mail trains, and the length of the line from London to Dorchester is 166 miles, also travelled over by night and day mail trains. I find that while the whole of the payment which we make to the Great Southern and Western amounts to as much as 32,000*l.* a year, the payment which we make to the South Western for services nearly similar amounts to only 13,000*l.* a year.

3668. Less than one-half?—Much less.

3669. That is with regard to special trains. You have got special trains upon both of those lines?—Yes; those are trains under special notice at hours which we fix.

3670. Of what year are you speaking?—I am speaking now of the present rate of payment; the current rate of payment, made at the present moment.

3671. Are they made by agreement, or under arbitration?—Partly by arbitration and partly by agreement, both of them. I cannot say that either of them is entirely by arbitration.

3672. With regard to the conveyance of mails by the ordinary passenger trains, what is the result of the comparison between the amount paid for the service in the two countries?—Generally speaking we have failed to obtain such cheap terms from railway companies in Ireland for the use of ordinary passenger trains as we have in England or in Scotland.

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3673. Have you ever made any application to the Waterford and Limerick Railway, to ascertain what they would perform that service for?—We have had negotiations with them, and the particulars of the terms which they demand have already been stated to the Committee.

3674. Do you remember what the payment demanded was for the ordinary passenger trains?—The train which was to have been the day mail was an ordinary passenger train, and for that they demanded 9*d.* a mile.

3675. Do you know of any pretty nearly similar line of communication in England upon which you have mail service of that description, and if so, will you give the Committee a comparison between the rates demanded by each?—The line with which I have thought it fair to make the comparison is the Newcastle and Carlisle; the length of that line is 59½ miles. For some time we paid a considerable sum, I think somewhere about 900*l.* a year, for the use of one train daily in each direction; that was up to about a year ago.

3676. Do you know what was the rate per mile?—That sum amounts to not quite 5*d.* a mile; that was for the use of one train daily in each direction, the hour of which we fixed by notice; but we used also one or two short trains at smaller allowances. We had often applied to the company to give us the use of additional trains for the accommodation of that district, and the directors were induced to make us an offer to accept a sum of 1,000*l.* a year for the use of all their trains, but upon the understanding that the Post-office abandoned its claim to fixing the hour of any of those trains; the present arrangement therefore is, that we pay for the use of all the trains which the company run, (and I find they run over 595 miles a day), the sum of 1,000*l.* a year.

3677. Mr. *Grogan.*] You send a bag, in fact, by every train you wish?—By every train we wish. Comparing this with the Waterford and Limerick, the distance between Waterford and Limerick is 77 miles; the total number of miles run by all the trains in a day is 561, and for the use of only one of those trains the payment asked by the railway amounts to 1,700 *l.* a year.

3678. Viscount *Monck.*] For a much less service than is performed for the 1,000 *l.* a year by the other railway?—For a less service, and for inferior objects, so far as Post-office purposes are concerned, because the correspondence of the towns with which the Newcastle and Carlisle line is in immediate connexion is much greater than that of the towns upon the Waterford and Limerick line.

3679. But it is also a less service as regards the railway, because you have the right of using every train upon the Newcastle and Carlisle, whereas you would have only the right of using one train upon the Waterford and Limerick?—Just so.

3680. Have you any arrangements with other lines of railway in England of this character, namely, for a fixed rate of payment, using ordinary trains?—We have similar agreements with several companies. I will name them. With the London and North-Western; the Midland; the Newcastle and Carlisle; the East Lancashire; the Manchester, Sheffield, and Lincolnshire; the Lancashire and Yorkshire; the London and Brighton; the Stockton and Darlington; what is called the Little North-Western between Skipton and Lancaster; and the Dublin and Kingstown, and I believe one or two others.

3681. Mr. *Grogan.*] Does the table you have just read give the mileage or the length of each line?—No, it does not.

3682. Viscount *Monck.*] Does it give the gross sums which you have paid?—I have not named any sums, but merely the lines.

3683. Do you pay them gross sums or a mileage?—We pay them a fixed annual sum; an unvarying amount, for a certain fixed service, including also the free use of all the ordinary trains.

3684. Is the amount in every case in England less in proportion to the service done than in Ireland?—I have not made any comparison, I have only shown that the principle of making fixed payments to companies is adopted extensively in England.

3685. You have not made any comparison between them?—No; you cannot make a comparison between them.

3686. Mr. *Grogan.*] Can you give the number of miles run between London and Liverpool, that would give a comparison of the mileage?—But we use every branch; we have the power of using every train run upon that line, and its branches.

3687. Viscount *Monck.*] Have you any arrangement with lines in Ireland for similar services, at a cheaper rate than that demanded by the Limerick and Waterford?—

Waterford?—Yes; with several companies we have succeeded in obtaining better terms; for instance, we pay to the Belfast and Ballymena Railway Company the sum of 240 *l.* a year for the use of one train daily in each direction; the rate per mile would amount to about 3 *d.*; we have also a service performed by the Londonderry and Enniskillen Company; they convey for us the day mail from Omagh to Derry, at the rate of 100 *l.* a year, which is at less than 2 ½ *d.* a mile; and the Dundalk and Enniskillen Railway Company convey the day mail in both directions between Dundalk and Ballybay for the sum of 150 *l.* a year; that amounts also to the rate of 2 ½ *d.* a mile. We pay the sum of 600 *l.* a year to the Londonderry and Coleraine Railway Company for the use of two trains daily in each direction; the distance is 33 miles and the mileage will come to about 3 ½ *d.* Then again to the Ulster Company we pay 200 *l.* a year for the use of a train in each direction between Belfast and Armagh; that rate is less than 2 *d.* a mile.

3688. Mr. *Grogan.*] Is that a fixed amount?—The terms are not fixed in a legal form, it is merely an interchange of letters between the railway and the post-office; we ask them to do it and they do it.

3689. Viscount *Monck.*] Have you any other kind of arrangement for the carriage of mails in England besides those two which you have mentioned, namely, that of a mileage rate and a gross sum, either using a special train or using an ordinary passenger train?—It is a very common thing with railway companies in England to allow us to send the Post-office bags without any Post-office messenger, but in charge of the company's guard for an ordinary second-class fare; that applies not to the branch lines only, but to many main lines.

3690. You pay the fare of a second-class passenger for sending the bags each time they go?—Yes; we pay a second-class fare for the service of conveying those bags.

3691. Including a messenger?—Without a messenger. The bags go in charge of the company's guard. I am reminded that all the first-class fares in Ireland are 2 *d.*, and the second-class fares about 1 ½ *d.* a mile.

3692. Can you tell the Committee the lines upon which that arrangement exists?—I have a list of the towns between which bags are conveyed at the second-class fare. Between Tiverton and the Tiverton Junction; between Bristol and Exeter, Durston and Yeovil, London and Yarmouth, Peterborough and Ely, Wisbeach and Ely, from Peterborough to Wisbeach, Cambridge to Huntingdon, Hitchin to Royston, Lowestoft to Reedham; Colchester to Ipswich, Ipswich to Bury, Manningtree to Harwich, Ely to Lynn, Reading to Hungerford, Oxford to Woodstock Road, Cirencester to Stroud, Chippenham to Frome, Westbury to Warminster, Bath to Bristol, Polegate to Eastbourne, Southampton to London, and a variety of other lines.

3693. Mr. *Grogan.*] Are there any other lines similar to the London and Southampton?—The London and Yarmouth. The Bristol and Exeter is a main-line; it is the London day-mail to Exeter. Those three are the principal ones. There are also the lines from Southampton to Dorchester, and Bishopstoke to Salisbury, Southampton to London (that is a second day mail), Woking to Guildford, Godalming to Guildford, and Farnham, &c. &c.

3694. Then, with the exception of the three lines, the Bristol and Exeter, the London and Southampton, and the London and Yarmouth, all the other lines of which you are now speaking appear to be secondary and branch lines?—The mails upon all the others except those are not heavy mails.

3695. You would not call them direct mails?—The majority of them are London day mails, but still they are not heavy mails.

3696. Viscount *Monck.*] Are you sufficiently acquainted with the postal communication in the Irish Post-office to say whether there is such a thing in the country parts of Ireland as what is considered a heavy day mail?—I have no means of forming an opinion upon that point. Mr. Trollope would best state that; Mr. Hill made the statement, and I believe it to be correct, that the whole correspondence of Ireland is barely equal to that of the London district post.

3697. What is the result of the comparison of the correspondence carried by the day mail train between London and Dorchester, and that between Dublin and and Cork?—I have no accounts, but my impression is, that that conveyed between London and Dorchester is infinitely greater than that between Dublin and Cork.

3698. Mr. *Grogan.*] By the day mail?—By both day and night mail.

3699. Viscount *Monck.*] Are you aware of any towns of considerable population and correspondence in England which have railway communication, but

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which are not served as to their night postal communication by railway?—Yes; it by no means follows that because a town in England has railway communication we convey the mails upon that railway. I have a list here of several towns of considerable magnitude, the letters for which are conveyed by mail carts, although railway communication exists there; there is Brighton, Salisbury, Hastings, Oxford, Chatham, Canterbury, and Maidstone; the correspondence of Brighton is about 64,000 letters a week; it receives its night mail by a mail car. I have put down a list of a similar number of towns in Ireland, the night mails for which are conveyed by mail cars, although railway communication exists to them; they are Limerick, Waterford, Clonmel, Carlow, and Kilkenny; the town of the largest amount of correspondence in that list is Limerick, with a correspondence of 26,000 letters a week, whereas that of Brighton, as I have stated before, is 64,000.

3700. With regard to the answer you made relative to the arrangement which has been entered into between the Newcastle and Carlisle Railway Company and the Post-office, do you think it is likely the Postmaster-general would be induced to make a similar arrangement with the Waterford and Limerick Railway, if he could get the service done upon the same terms?—My own impression is, judging from the opinion I am able to form from former negotiations, that had the Waterford and Limerick Railway Company been willing to do so, and offered to enter into an agreement at a fixed rate of payment of about 1,000*l.* a year, although I should consider that large, I think the Postmaster-general might have been induced to assent to such an arrangement.

3701. Is there any other observation you wish to make upon that?—In speaking of the terms we have obtained from railway companies in England, I should mention that one railway company has allowed us to send bags at parcel rates over a part of its line, viz., between Peterborough and Leeds and Wakefield; the correspondence conveyed by that mail is important, although not large, being that between the corn-growing county of Norfolk and the corn market of Wakefield. We send in those bags as many letters as we like to send at the ordinary charge of a parcel; that is the line of the Great Northern Company.

3702. Mr. *Grogan.*] That is, at the ordinary charge of a parcel sent by the same train?—Yes; and when an application is made for an additional bag upon that line, we look at what the charge would be, and what the estimated number of letters is, and if the one would pay for the other we put on the additional bag; it is the parcel charge by the passenger train by which it goes, and not the charge by goods train. But for that offer, we should have been compelled to refuse an accommodation which has given great satisfaction to the corn merchants of Wakefield. I think some Honourable Member asked me to produce a statement of what was formerly paid for the mail coaches in the south of Ireland. I have drawn up a statement which I believe to be as nearly as possible correct, and the following is a list of the coaches which ran in the south of Ireland in the particular districts to which this reference applies, in the year 1846, before we commenced to use railways: there was the Dublin and Cork night mail; the Dublin and Limerick mail; the Dublin and Waterford mail; the Dublin and Cork day mail; the Limerick and Waterford mail; the Limerick and Cork mail; the Limerick and Tralee mail; the Cork and Bantry mail; the Cork and Waterford mail; the Cork and Kinsale mail; the Cork and Clonakilty stage coach; and the Dublin and Kilkenny day mail.

3703. Mr. *F. Scully.*] Was there the Cork and Youghal?—There was the Cork and Waterford, through Youghal. I can give the expense of any one mail you would like to know; the expense of the whole was 14,500*l.* a year, including guards but not tolls; then setting against that the following railway services, the Great Southern and Western, the Irish South-Eastern, the Waterford and Kilkenny, and the Waterford and Limerick, I find that we pay for those services a sum of nearly 35,000*l.* a year against 14,000*l.* for the coaches; this statement was made in consequence of the impression that the coaches formerly running cost more than the railway services which have replaced them now do.

3704. *Chairman.*] Are you quite sure you have taken in all the items of expense connected with the former modes of transmission; were there not other modes of transmission at that time besides the mail coaches?—I have merely taken the coaches.

3705. What other modes were there?—There were innumerable cars, as there are now; I have not taken them into account, I have merely taken the main arteries.

3706. Mr.

3706. Mr. *Grogan.*] Is the 14,000*l.* a year the money actually paid by Government?—The money actually paid by the Government to horsing contractors, to coach-builders, and to guards.

3707. There was a very heavy item of tolls, was not there?—I do not recollect whether there were tolls paid upon any of those; but I could not speak with certainty; I have not considered the tolls in this statement.

3708. Mr. *F. Scully.*] Is there a coach from Dublin to Wexford now?—Yes.

3709. What do you pay for that?—I have no statement of the present cost of the Dublin and Wexford mail; I have only taken what the cost was formerly; the Dublin and Wexford mail I have assumed to be common to both sides, and therefore I have not included it at all; the Dublin and Wexford mail ran then, and it does now.

3710. You have not a statement of the former cost?—No.

3711. What is the present cost?—I think the Dublin and Wexford mail costs us 1,600*l.* a year, including the guards now.

3712. What is the distance from Dublin to Wexford?—Ninety-two miles.

3713. It would be very nearly double now what you paid for the mail coaches formerly?—There is no doubt that generally speaking mail coaches cost now more than they did formerly.

3714. Why is that?—Principally because there is less traffic generally now to support the coach; there are scarcely any mail coaches; there was formerly a case in England where a contractor paid us 200*l.* a year to be allowed to take the mails.

3715. Mr. *Grogan.*] What mail was that?—The Lancaster and Carlisle.

3716. Was that to save the tolls?—Partly, and partly for the prestige of conveying the mails.

3717. Is the Dublin and Wexford mail carried the whole way by coach?—It is.

3718. Mr. *F. Scully.*] What was the cost per mile of coaches in 1846?—I have not taken the mileage in each case, but I can prepare and put in a return, giving the mileage in each case, and I can also include the tolls, if it is desired.

3719. I should like to know what the mileage was, including everything, for the carriage of mails upon those lines?—It can be reduced to mileage; I will prepare and put in a statement of that kind.

3720. Mr. *Grogan.*] Have you any other paper to put in?—No.

3721. *Chairman.*] Were the mail coaches the only conveyances that were done away with after the railway was used?—The mail car service underwent considerable change.

3722. You have not taken that into account?—No, I have not; but although we discontinued a great many cars, we also established a great many branch cars to the railways.

3723. You cannot say whether that will increase or diminish the mileage of mails conveyed by cars?—I believe we have increased the number of miles on which mails are conveyed by cars, but that is in Mr. Trollope's department.

3724. You are not able to give the figures?—No.

3725. I think you have given us all the cheap railways; will you give us some specimens of dear ones in England or Wales?—I believe the highest payment we have in England, is between Lancaster and Carlisle; that was until lately at the rate of half-a-crown a mile for the night and day mails. It was then reduced to 2*s.*; as we paid half-a-crown a mile for all the mails, it is not possible to say how much of that you can apportion to the night mail, and how much to the day; but I have no doubt that the payment for the night mail there would be very high indeed, probably nearly 4*s.* a mile; we also until lately have paid as much as 3*s.* a mile to the York, Newcastle and Berwick Company.

3726. Mr. *Grogan.*] What do you pay now?—It will have to go to arbitration.

3727. You say until lately; when did you cease to pay the 3*s.*?—I think we have ceased to pay that since the June of the present year.

3728. The reason I ask the question is, that I hold in my hand a return printed by order of the House of Commons, of the 11th of August 1854, and I do not see any entry of that 3*s.* a mile there?—Perhaps if you look at the North-Eastern line you will see it; that is the present name of the railway.

3729. I do not see it at all; just point out where it is, if you please?—During the period to which that return applies, I believe that the arbitration under which we paid that rate was undetermined.

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3730. I thought I understood you to say, that until the June of this present year, you were paying at the rate of 3*s.* a mile?—Yes.

3731. This return was made in 1854?—Yes.

3732. Consequently you must have been under the 3*s.* a mile payment then?—Yes, but the payment had not been settled; the arbitration had been pending for the service for a long time back, and when the award was made, we were ordered to pay 3*s.* a mile; but it does not follow that the amount of payment had been settled; we had to pay by subsequent arbitration, which arbitration was pending then.

3733. When was the subsequent arbitration to which you are referring?—It was settled, I believe, in the latter part of last year, or the beginning of this year; there is no service mentioned here; the payment I speak of had not then been settled, and therefore there is no entry of it.

3734. Why does not this return give it; I understood your first answer to be, that until a recent arbitration of some month or two back you were in the habit of paying 3*s.* a mile; when I ask you for that return in this paper, you tell me there is no decision in the arbitration?—No; the two answers are quite consistent.

3735. Was there any decision by arbitration ever made between the Post-office and those parties?—Yes, and Lord Blandford was the umpire, and he awarded 3*s.* a mile; that award was I believe given in the latter part of last year or the beginning of this year.

3736. Within the last five or six months?—Yes, as nearly as I recollect, without referring to my records.

3737. Previous to that, what did you pay?—Previous to that, I believe, the highest payment we paid to that company was about 1*s.* 7*d.* a mile.

3738. Was that under arbitration or agreement?—Under arbitration.

3739. Will you point out to me in this return the 1*s.* 7*d.*?—The award under which that 1*s.* 7*d.* was paid was not then settled; therefore we could not enter it in that return.

3740. When was that award settled?—I believe it was settled the latter end of last year or beginning of this; but at any rate, during the period to which this return applies, that payment had not been settled, otherwise it would have been included here.

3741. Then this return does not at all convey to the House of Commons the information of what payments were actually being made by the Post-office to those different railways at the time it was made?—Certainly not, and I consider it ill-adapted for the purpose for which I presume it was intended.

3742. Viscount *Monck*.] Was the payment made to this railway at the time of making this return unconcluded?—It was concluded, but payment had not been made during the period to which this return applies.

3743. Mr. *Grogan*.] What do you pay to that particular line now?—It is again under arbitration.

3744. I thought you said it was settled?—Yes, but the settlement has been again disturbed. An alteration was made in the service, and it must be sent to arbitration again. This return is as correct as we can make it, but owing to the terms in which it was moved, it is a very awkwardly framed return, and my belief is that it is more calculated to mislead than to give information.

3745. In looking into this return, are there any other lines of railway, to your knowledge, which are either omitted or wrongly entered?—Two errors have been discovered in this return by the Honourable Chairman, and of those errors I have already furnished a correction; they apply to the South Wales, and to the Belfast and Ballymena. To be a correct return this return ought to show the rate per mile for each mail, for each year or portion of a year, but I would observe that there is only given one average rate per mile for all the years. It appears that the practice has been in preparing this return for some years past to give in some few cases the rate per mile for each particular service mentioned, but not to show the variation of rates from time to time. In doing so an error has been committed with the South Wales Company's payment, which is put down there as 2*d.* a mile. The fact is, that that 2*d.* payment was made only for the cheapest service performed by that company. For the night mail service we paid as much as 2*s.* 11*d.*

3746. Are there any other lines of railway to which the Post-office pay for the conveyance of letters which is absolutely omitted?—I cannot answer that question off-hand; but I think it is very probable; I think the wording of the order might be so framed as to give a great deal more information than is given in this return, which

which has constantly misled, to my knowledge, and I should be very glad to see a more useful return furnished to The House annually.

3747. *Chairman.*] Perhaps you will suggest what form of return you think would be more complete?—I think I could draw up a form of return which would give a great deal more information.

3748. Will you be so good as to draw it up?—I will; the return is not however very incorrect; I admit that a few errors have crept into it, but a very great deal of care has been taken in drawing it up.

3749. As to the North-Eastern, was there any payment to that company during those years for which this return was made; that is, the years 1850 to 1853, inclusive?—The payments made to the company are entered under the head of each year.

3750. Where?—To the company who work the service between York, Newcastle and Berwick. It will be seen in that return that the payments made for each particular service, that was paid for at all, are entered, and that the rate of mileage for each particular service is also entered in one column, but not for each year.

3751. What is the name of that particular line?—The York, Newcastle and Berwick; it is at page 8.

3752. I thought you said that the payment on that line was not to be found in this return at all?—That was a particular portion of it, for a period to which only a recent award applied.

3753-4. The portion you spoke of as being under arbitration?—Yes; the service performed on another section of that company's line is also under arbitration.

3755. Was there any payment made to that branch during those years for which this return is made?—The whole of the payments actually made are mentioned at page 9.

3756. Mr. *Grogan.*] Do the payments referred to in page 9, for the years 1850, 1851, 1852, and 1853, include that branch line?—They include that service, and the payment made for that service, at that particular time, was only 10½*d.* a mile.

3757. What was it called?—It is now called the North-Eastern; it was then called the York, Newcastle and Berwick; the company entered here as the York, Newcastle and Berwick Company is now called the North-Eastern.

3758. Under the head of the York, Newcastle and Berwick, are all the particular branches put here included?—They are; all those branches were worked by the York, Newcastle and Berwick Company, now called the North-Eastern.

3759. Are we to understand that when you were paying the 3*s.* a mile it included those branches?—The service for which we paid the 3*s.* a mile is the service entered here as having been paid for in 1853 at 10½*d.* a mile.

3760. How did the 10½*d.* come there?—I think 10½*d.* was fixed originally by arbitration, but continued from time to time by agreement.

3761. Did they swell the 10½*d.* up to 3*s.*?—They did; it was 3*s.* for three services out of four.

3762. *Chairman.*] I thought you said something about 1*s.* 7*d.*?—That was for an intermediate period, and also for the line from Normanton to York; it was not so much as 1*s.* 7*d.* north of York, previous to 1853; I over-stated it; the service which I imagined had been paid for at 1*s.* 7*d.* appears to have been only 11¾*d.*; it was some time ago.

3763. Mr. *Grogan.*] Are the York, Newcastle, and Berwick, the Midland, and the York and North Midland, all the same company?—They are three companies which were amalgamated; the York, Newcastle, and Berwick, the York and North Midland, and the Leeds Northern.

3764. I understood the 1*s.* 7*d.* to apply to the same line as that upon which you were paying 10½*d.*, and are now paying 3*s.*?—Up to the date when the company called for a fresh arbitration, we paid for the service between York and Gateshead, and Gateshead and Berwick, about 10½*d.* a mile; a fresh arbitration was demanded by the company, and instead of 10½*d.*, they obtained first 1*s.* 7*d.* a mile, and then 3*s.* a mile for three out of four daily services.

3765. That is, you send a bag by every train?—No; that is for the service performed under notice for the regular service, which is here entered as being paid for at 10½*d.*, and which was paid for at 10½*d.* in the beginning of 1853, that is, the night and day mails in both directions; then that payment was raised to 3*s.* a mile, continuing up to June of this year, and then another alteration took place, and a fresh arbitration is now pending for that altered service.

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3766. What is the 1 *s.* 7 *d.* for?—It was for the service from Normanton to York, and for a short time north of York also.

3767. The 3 *s.* a mile only applied to the line from York to Gateshead and Berwick?—That is all, for the service under notice, both night and day; it did not apply to any of those small services.

3768. Have any of those branches been varied in their sums?—Many of them were changed in the year 1853, but not to any great extent.

3769. *Chairman.*] I understood from the early part of your evidence upon this subject, that that line was omitted from this return, and now we have found it?—I do not think I said it was omitted; I think the Honourable Member said it was omitted; it has been subsequently found.

3770. Mr. *Grogan.*] In looking through the list of mails carried by railways in the return made on Sir Robert Ferguson's motion, I do not find any entry of the North-Eastern lines to which you refer?—The services performed by the company entitled the North-Eastern are the services entered in this return as having been performed by the York, Newcastle, and Berwick Company, and the York and North Midland Company.

3771. *Chairman.*] But the rates of payment which you stated were made to the North-Eastern Company are 1 *s.* 7 *d.* per mile, and subsequently 3 *s.* per mile by arbitration, do not correspond with this return here?—The payments made for those services in the years to which this return applies were only 10½ *d.* and 11¼ *d.* respectively.

3772. When did that 1 *s.* 7 *d.* per mile commence which you spoke of some time ago?—The payment commenced on the 1st of March 1853, but was not determined by arbitration until about the end of 1854.

3773. After this return was made?—No, before this return was made, but after the period to which this return applies; this return only extends up to 1853.

3774. And does not include the payment to that company of 1 *s.* 7 *d.* per mile, or the subsequent one of 3 *s.*?—No; but it will appear in the subsequent return next year.

3775. Mr. *Grogan.*] Have not the companies called for a fresh arbitration in consequence of fresh services?—We have determined to go to a fresh arbitration.

3776. Until that arbitration is decided you will pay 3 *s.*?—No; until the arbitration is decided, we pay nothing at all.

3777. When was the fresh arbitration called for by the Post-office?—The alteration took place on the 1st of June.

3778. Up to the 1st of June you were charged 3 *s.*?—Yes.

3779. *Chairman.*] Will you proceed to state what other railways receive high rates of charge?—I think the highest payment which I can quote to any company in England is that paid to the Chester and Holyhead, which amounts to upwards of 5 *s.* a mile for the night and day mail trains.

3780. Mr. *F. Scully.*] What is the actual sum?—We pay an annual sum of 30,000 *l.*, which on calculation comes to nearly 5 *s.* a mile for each train.

3781. Mr. *Grogan.*] Is that an ascertained fixed sum?—That 30,000 *l.* a year was a fixed sum to be paid for five years, which five years expired last March, and it will be continued or not according to what the earnings of the company have been.

3782. Am I to understand you that the 30,000 *l.* a year paid to that particular company ran over the years 1850, 1851, 1852, 1853, and 1854?—Yes.

3783. What is the meaning of the variations in the sums paid to this particular company, as stated in this return, if they were under agreement at 30,000 *l.* a year for five years?—Without having before me the materials from which this return is made up, I cannot answer that question; but if you wish for an explanation of that, it can be given.

3784. Is it the fact that a special contract for 30,000 *l.* was made with the Chester and Holyhead Company to run over five years?—Yes, commencing from the date when the line opened throughout.

3785. When was that?—March 1850.

3786. I perceive in this return, that different sums are stated as having been paid; you are not able to give an explanation of that?—This return gives the payments actually made in the year, and probably the variation which you observe is caused by the different periods at which the accounts were sent in and paid; the items mentioned here do not belong to the service performed in the year, but they are the actual payments made within the year.

3787. Taking

3787. Taking that explanation of the variations in the figures to be correct, the average of the five years ought to be 30,000 *l.* a year?—No, because it is quite possible that the total payments made in the five years do not represent payment for the service performed in the five years; supposing payments to be delayed, as they might be, they would be excluded from this return, and therefore it would appear in this return as if we paid less in one year for the same service than in the previous year.

3788. How are payments made?—Quarterly.

3789. Would not that quarterly payment, instead of coming into the account of the year to which it belonged, appear under the return for the subsequent year?—But this return finishes at the end of the year 1853, and supposing payments of arrears were made in 1854, those would not appear at all.

3790. Mr. Hill stated the difficulty of making an accurate return of the payments made for the reason you have stated, but he said that the only correct way of getting at them was to take an average of three years?—I do not think he stated that as to payments to railways; I think he was speaking of the estimated revenue of a district.

3791. Have you Mr. Hill's evidence before you in answer to Question No. 53?—Yes.

3792. Does not it appear from Mr. Hill's evidence on that occasion, that in consequence of the payments of one year being, as you describe, sometimes made in the subsequent year, and therefore the returns of those two years not showing the exact expenditure of those two years, he represents the only correct mode of ascertaining the expense to be to take the average of three years?—No, I do not think he intended that to be more than a fair mode of estimating the revenue; I do not think he stated that to be the correct mode of ascertaining the payment to railway companies.

3793. Will you read the question and answer?—"Mr. *Scully*.] I observe that in 1852-53 the gross revenue was 196,298 *l.*, and the gross expenditure 192,667 *l.*; comparing that with the year ending March 1855, I find the gross revenue 200,904 *l.*, and the gross expenditure 181,616 *l.*; therefore it appears that the gross revenue has increased by over 4,000 *l.*, whereas the expenditure has decreased from 192,000 *l.* to 181,000 *l.*; I wish to know in what way that saving has been effected?—I could not speak confidently in reply to that question without a very careful examination of the accounts; all accounts of this kind should be received with some sort of distrust, inasmuch as a statement of expenditure is a statement of actual payments within the year, but it may or may not represent exactly the service performed in the year; as for instance, the Postmaster-general directs a railway company to run certain trains; the remuneration to the company is rarely settled immediately that the service commences, it is usually determined by arbitration, perhaps after the lapse of a year or two, or even three or four years occasionally; then we have to pay up a heavy arrear, and the whole of that payment necessarily appears in the account of the particular year in which it is made. It was partly for that reason that I thought I should be conveying information more accurately to the Committee if I took a series of three years than if I rested the statement solely upon a single year." "The account is still more striking in 1854-55, for, while in Great Britain I find the gross expenditure has increased as compared with 1852-53, over 200,000 *l.* per annum, in Ireland it has decreased, as compared with the same period, about 11,000 *l.* per annum?—Yes; probably very much owing to circumstances of the kind I have mentioned."

3794. Is he not referring there to the gross expenditure?—Yes, but he is not referring to the payment to any particular railway.

3795. Mr. Hill stated there as a proposition, that in order to get at an accurate average of the expenditure for the railways in the country, it is desirable to take an average of three years?—Yes.

3796. Will the average of three years, as to this particular line as returned to Parliament, give 30,000 *l.* per annum?—No, I do not suppose it will; Mr. Hill's mode of estimate might be perfectly correct in the gross, but might not be so as to any particular line. In many cases we do not make any payment at all to a railway company for three or four years; in that case the average of three years would be totally fallacious.

3797. *Chairman.*] Will you state some more lines to which a high rate of payment is made?—I will quote some of the lines to which the highest payments are made, but it must not be presumed that I consider the payments excessive, or

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or that I am expressing any opinion upon them. Between Ely and Peterborough we pay 2*s.* 1½ *d.* a mile, that is the Eastern Counties; between Peterborough and Grimsby we pay 2*s.* 1*d.* a mile; to the North Union Railway Company, between Parkside and Reston, we pay 3*s.* 6*d.* a mile; between London and Dover we pay for the night mail 2*s.* 3*d.* a mile; to the Scottish Central Company we pay 1*s.* 8*d.* a mile; to the Dundee and Perth, 3*s.* a mile; to the Caledonian, about 1*s.* 10*d.* Those appear to be the highest payments we make for railway services.

3798. Have you in South Wales?—As to the South Wales, I have already mentioned that we paid up to a certain date 2*s.* 11*d.* a mile. That arbitration is now again pending.

3799. Mr. *Grogan.*] To what date?—I believe that payment of 2*s.* 11*d.* ceased as long as a year and a half ago; about the end of 1853. That is the case which I mentioned as having been incorrectly returned; here the mileage is stated at 2*d.*, it should be 2*d.* for one particular service, and 2*s.* 11*d.* for the London night mail; it is an error of the clerk, and I at once admit it.

3800. Where does it run from?—It commences a few miles west of Gloucester, and goes to Haverfordwest.

3801. How many miles is that?—I imagine the distance to be about 150 miles.

3802. Are you able to state the number of letters transmitted by it?—I have not prepared any return of the number of letters conveyed upon it, but the revenue of the principal places which it serves can be stated: Haverfordwest has 13,000 letters a week; Carmarthen has 13,000 letters a week; Newport has 21,000 letters a week; Cardiff has 30,000 letters a week; Swansea has 13,000 letters a week; Chepstow has 3,500 letters a week.

3803. Does that South Wales line commence at Chepstow?—It commences between Gloucester and Chepstow; those which I have named are some of the principal towns served.

3804. Do you know the number of miles run between Peterborough and Grimsby by the Great Northern?—It is a little short of 80 miles.

3805. You pay 2*s.* 1*d.* in that case?—For the night mail train, under notice, we pay 2*s.* 1*d.* a mile.

3806. What do you pay for the night mail?—Seventeen pounds a day.

3807. A gross sum?—Yes; those were the terms of the award, 17*l.* a day.

3808. What is the day mail per mile?—The payment made for the day mail upon that company's line is 6*d.* a mile.

3809. And 2*s.* 1*d.* for the night mail?—Yes.

3810. The distance is about 80 miles?—Yes; we do not convey the day mail the whole distance over that line; we only take the day mail as far as Boston on the Grimsby branch.

3811. As far as you take it you pay 6*d.* a mile?—We pay 6*d.* on the main line and most of the branches.

3812. Is that under arbitration?—No, it is under agreement.

3813. Can you state the number of letters by the night mail traversing that district?—No; it is impossible without preparing an account to state what the number of letters is by any particular mail.

3814. My object is to ascertain for what postal accommodation you pay that sum?—I can give you the whole number of letters delivered in every town served by that line for a week; it will take some little time to prepare, and I should say that we pass over several companies' lines in that route; I can give you the revenue of the towns upon the line between Peterborough and Boston, for which we pay 2*s.* 1*d.* a mile; we do not take the day mail to Grimsby.

3815. Will you give the annual revenue of Peterborough?—There are 10,000 letters a week.

3816. What is the annual revenue; I presume that includes all letters from every part of the kingdom?—The total number of letters delivered in Peterborough is 10,000 a week.

3817. That does not give the income?—No; this is the form in which the accounts I hold in my hand are kept; but the income can be calculated.

3818. Take the next town?—Spalding; the number of letters delivered is 6,000 a week; Boston 11,000 a week.

3819. What is Great Grimsby?—We do not send a day mail to Great Grimsby that way.

3820. Do you take the night mail by that route?—Yes.

3821. Will you give the number of letters in that case?—Four thousand seven hundred.

3822. One subject of our inquiry has been the use of the Limerick and Waterford Railway; it is 75 or 76 miles in length altogether; I want to institute a comparison between the revenue and expense of that line, and the line which we are now speaking of, because the one is 76 miles, and the other is 80 miles in length?—If I had known your object I could have shortly given that; the way in which I put it was by taking the number of letters delivered in a week at Newcastle, Gateshead, and Carlisle; those being the only towns of any importance at all, the letters between which are conveyed upon that line. Newcastle has 58,000 letters a week, Gateshead 14,000, and Carlisle, 20,000, giving a total of 92,000. Then I have taken the number of letters delivered in a week to the principal towns upon the Waterford and Limerick lines of railway. Waterford, has 12,000; Carrick, 2,500; Clonmel, 8,000; Cahir, 1,500; Tipperary, 2,600; and Limerick, 26,000; a total of 52,000 against 92,000.

3823. You have instituted a comparison between Newcastle and Carlisle, and now I want you to institute a comparison between Peterborough and Great Grimsby?—But I instituted the comparison in order to show that the Post-office might be prepared to make a payment for the services between Waterford and Limerick, somewhat similar to that which was made for services between Newcastle and Carlisle.

3824. I wish to institute a comparison between those particular lines, for this reason, that the one line is 80 miles in length, and the other 75 miles in length; the payment demanded on the Waterford and Limerick was 2*s.* 3*d.* for the night mail, but it was said they would carry it for 2*s.*; the payment made in this instance is 2*s.* 1*d.* for the night mail; the payment demanded for the day mail upon the Limerick and Waterford was 9*d.*; the payment actually made to this company, as far as it takes the day mail, is 6*d.*; therefore I think the elements of comparison are more applicable between those two lines than any we have had under consideration; it is for that reason I want to call your attention to those two lines, and I want to get the incomes as far as we can get them?—In the one instance we have a special mail train under legal notice, and in the other we have not. I do not state that 2*s.* 3*d.* is a very heavy payment for a special night train; it may be in itself a very cheap payment, but, at the same time, the Post-office may not be able to afford to pay it for conveying a small amount of correspondence.

3825. Am I to understand that the objection made is simply one of revenue; that the importance of the Waterford and Limerick line being used for a night mail is admitted; you admit the importance of the line?—No, I do not; I think the objects to be gained by putting a night mail upon that line have been already stated, and have been shown to be almost valueless. It should be shown why the Post-office did use that line between Peterborough and Grimsby for the night mail; the reason that that line was ever used at all for the night mail was not to serve Great Grimsby, which is an unimportant town, but to serve Hull, which is an important town, and for many years the London bag for Hull was conveyed upon that line *viâ* Great Grimsby; the letters for Hull amount to 64,000 a week.

3826. How are the London letters now transmitted to Hull?—They now go by the Midland line to Normanton, and then from Normanton *viâ* Selby.

3827. They do not now pass by Great Grimsby?—No; but up to January this year, they did go that way.

3828. *Viâ* Great Grimsby?—Yes; and there is no doubt that the night mail train upon that line would never have been used if its object had been merely to serve Grimsby.

3829. Viscount *Monck*.] I presume that the reason of its continuance is, that the contract remains in existence?—There is no contract at all; we might terminate it when we like; but the Post-office hesitate to withdraw an accommodation which has existed so many years without carefully considering whether they can provide for the service by some other means, without material injury to the places affected.

3830. Mr. *Grogan*.] Will you take the town of Great Grimsby, and the immediate towns of Peterborough, Boston, and Spalding, and make a return of the number of letters?—Yes; but I must include Hull.

3831. No; the towns of Peterborough, Boston, and Spalding?—There are very few towns upon that route.

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3832. But will you give the Committee the total number of letters weekly transmitted to the towns along that line by the day and night mails, and the revenue which the Post-office receives in consequence?—I will prepare the best statement in my power.

3833. Viscount *Monck*.] With reference to that line of railway, you have no doubt now that if that line, merely as a means of communication to Great Grimsby, were brought before the notice of the Postmaster-general for the first time, he would not employ a special night train upon it for that purpose?—I am quite sure he would not; there is no doubt whatever about it. The train was set up purposely to serve Hull; it has been discontinued between Grimsby and Hull, and for the present it has been continued as far as Grimsby.

3834. Mr. *Grogan*.] Have you given any notice to discontinue the night mail upon that line?—No.

3835. You have mentioned that there are instances in which the mails are carried by carts in England, there being railways in existence running parallel with the road; you alluded to the Brighton case; is there any other analogous instance?—I mentioned some others. We convey the letters for Salisbury as far as the Redbridge Station by rail, and from there, a distance of about 30 miles, by cart. The letters for Maidstone go down to Rochester by rail, and from there by cart. I am speaking of the night mail. Oxford is served by mail cart from the Steventon station with its night mail.

3836. *Chairman*.] Speaking of the night mail?—Yes.

3837. Mr. *Grogan*.] Just take the Brighton case. The Brighton letters are dispatched from London by the Dover mail?—Yes.

3838. Which passes Reigate?—Reigate Junction.

3839. At Reigate the Brighton bags are taken from the railway, and sent by cart down to Brighton?—Yes.

3840. They arrive at Brighton when?—They arrive at Brighton about three o'clock in the morning.

3841. Serving all intermediate towns?—Whatever towns there are intermediate. I think there are three, Crawley, Cuckfield, and Hurstperpoint.

3842. There is the Brighton Railway continuous from Reigate into Brighton?—Yes.

3843. Are the towns to which you refer on that railway?—Close to it; within a mile or two.

3844. Will you explain the reason why the Post-office do not use the railway?—Because the expense would be higher than any benefit which the district could derive would justify.

3845. Has any proposal ever been made by the Brighton Railway Company to carry the mail upon their line?—I believe some years ago the question was mooted; I cannot state the terms, but there never was any desire upon the part of the Post-office to establish a night mail upon that line, because there is clearly no necessity for it.

3846. It was considered that the expense would be too large?—Yes, for the benefit derived.

3847. There never has been a night mail train there?—Never.

3848. Mr. *Barrow*.] The Brighton Railway Company do not run a train themselves at the time of night which would suit you, I suppose?—They have no train at an hour which would suit our service. I think the last train is at eight o'clock from London.

3849. Mr. *Grogan*.] You instituted a comparison between the line from London to Dorchester, a distance of 166 miles, and the line between Dublin and Cork, as analogous instances?—Yes.

3850. I do not want to undervalue the importance of Dorchester, but is it in any respect an analogous town to Cork?—I think that is best estimated by the number of letters. I do not think I attempted to make any comparison between the town of Dorchester and the city of Cork; what I said was, that the total number of letters for which those trains between London and Dorchester are available is very much higher than the total number of letters for which the line between Dublin and Cork is available; Dorchester itself I believe to be a comparatively unimportant town.

3851. It is not a shipping town?—I believe not.

3852. Have you ever been in Cork?—Never.

3853. Are you aware that it is an important shipping town?—I am.

3854. Do you not consider that the line of railway between Dublin and Cork is one of the best and most important, if not the best and most important line in Ireland?—I have always considered the Dublin and Belfast line as being the most important. I have no doubt the Dublin and Cork line is also an important line for Ireland.

3855. Can its importance for the south of Ireland be over-estimated?—That depends upon how you estimate it; I estimate it by the number of letters it conveys.

3856. For postal accommodation and public convenience can it be over-estimated?—I only consider the question in a Post-office point of view. I estimate the value to the Post-office of every railway by the number of letters we can or do usefully send upon it.

3857. You have stated that the payment for the use of railways in Ireland is so very much more than it is in England?—Yes.

3858. On that particular line between Dublin and Cork, you pay 4 *s.* 6 *d.* for the night mail?—Yes.

3859. What do you pay for the same service between London and Dorchester?—Being a daily payment, it is not reduced to mileage, but I believe the mileage will be found in the return to which allusion has already been made; the rate per mile for the night mail train between London and Southampton is 1 *s.* 8 *d.*; from Southampton to Dorchester, the payment stated in this return is 1 *s.* 6 *d.*; but I think that must be the average for night and day mails; the award gives the daily payment.

3860. The 1 *s.* 6 *d.* applies only between Southampton and Dorchester?—That is so.

3861. Is that under arbitration?—It is.

3862. Are you certain it is under arbitration?—The payment between Southampton and Dorchester, I am quite sure, was originally settled by arbitration.

3863. Have you reason to know whether both the Post-office and the railway parties are satisfied with that payment, or do you know anything at all about it?—I do not know what the company consider.

3864. Does the Post-office consider 1 *s.* 6 *d.* a reasonable price?—If the Post-office considered it an unfair price they would probably reopen the award for that service, which it might do from lapse of time.

3865. You pay 4 *s.* 6 *d.* a mile upon the Irish South-Western?—Yes, for the night mail.

3866. Is that under arbitration?—It was, but the 4 *s.* 6 *d.* is continued under agreement now.

3867. If the Post-office considered it unreasonable, I presume they would call for a new arbitration?—They might or might not, but the Post-office, as Mr. Hill explained, obtained from the railway company a certain additional service, and in consideration of that additional service we agreed to continue that payment a little longer; we did not state that we would continue it for ever, or for any particular time, but we continue it for the present.

3868. Will it continue until you give notice for a change?—Yes, or until an alteration in the service shall take place which will enable us to reopen the award if we think proper.

3869. If, therefore, no alteration shall be made in it, and the present service continues as it is, the Post-office are bound to pay the sum of 4 *s.* 6 *d.*?—I think we are, but the Committee must be aware that the Post-office may have to alter it at any time, and can alter the service at any moment when circumstances require it.

3870. It is not the practice of the Post-office, I presume, to make an alteration merely for the purpose of getting a new arbitration?—Certainly not.

3871. Unless a change in the present service of the Great Southern and Western shall take place, which depends upon the Post-office, you will remain under payment of 4 *s.* 6 *d.* a mile?—Yes.

3872. That is, not under arbitration, but by agreement?—Originally fixed by arbitration, but continued by agreement.

3873. Consequently there can be no doubt in the mind of the Post-office authorities as to the importance of the line between Dublin and Cork, seeing that they continue to pay that price?—I do not know that that consideration entered into the views of the Postmaster-general in agreeing to continue the payment, but I have no doubt he felt justified, considering the additional accommodation

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given, in continuing the payment upon the same terms, or he would not have sanctioned it.

3874. Is it an unreasonable assumption upon my part, therefore, the line between Dorchester and Southampton being paid at the rate of 1*s.* 6*d.* a mile for the mail, all parties being satisfied, and the line between Dublin and Cork being paid at 4*s.* 6*d.* a mile, all parties being satisfied, if I estimate the one as three times as important as the other?—I do not think you can correctly draw any such conclusion.

3875. Do not you pay in proportion to the accommodation afforded?—No, not always.

3876. Do not you endeavour to do so?—We should like to do so. In some cases we pay out of proportion to the value of the correspondence, but as far as we can we like to keep the payment in some degree proportionate to the benefit we derive from it.

3877. When you are of opinion that you pay a sum out of proportion to the convenience for postal communication afforded by a line, do not you take steps to alter it?—No, not necessarily. It depends upon a variety of circumstances.

3878. Is it not the general practice to do so?—No, we seldom withdraw an accommodation once given, even although the result has shown that we are paying more than, properly speaking, we think we ought to pay for the benefit derived; that is shown with respect to the line of which we were speaking just now, the Grimsby line. There can be no doubt whatever that Grimsby is not entitled to that night mail train, but having enjoyed that accommodation for many years, in consequence of being upon the line between Peterborough and Hull, the Postmaster-general has not withdrawn it at present; whether he will do so or not I cannot say; I think it is very probable.

3879. In regard to the particular line between Dublin and Cork, are you aware that not very long ago letters for Carlow were transmitted by the night mail on that line?—Yes.

3880. What did you pay for that?—The same as on the main line; 4*s.* 6*d.* a mile.

3881. Was that accommodation for some reason or other withdrawn?—The transmission of the bags by train was withdrawn, but the accommodation of Carlow was not injured by that withdrawal.

3882. Viscount *Monck.*] The accommodation of Carlow was not diminished?—The accommodation of Carlow was not diminished. We have not the means of affording Grimsby the same accommodation it now has by train in any other way; if we had those means we should take off the train directly.

3883. Mr. *Grogan.*] Would there be any difficulty in supplying that accommodation to Grimsby by a one-horse cart?—There would be difficulty in continuing as good accommodation as it now has.

3884. At what time does a letter by the night mail arrive in Grimsby now?—About half-past four in the morning.

3885. I presume the Grimsby letters are delivered about eight?—About seven, I believe.

3886. Is it not possible to have the letters in Grimsby in time for delivery at seven o'clock by another postal arrangement, by carrying the letters by cart?—By none that I am aware of; I know of no means of bringing them into Grimsby sufficiently early.

3887. Where does the line at present turn?—The nearest point of railway communication to Grimsby upon any other line is Hull; but then there is the Humber between them, which is a formidable obstacle.

3888. However, the practical point is, that you pay 1*s.* 6*d.* a mile upon the Dorchester and Southampton line, and you pay 4*s.* 6*d.* upon the other, and you have not in either case reopened the agreement?—Up to the present time we have not. But in my statement in the early part of my evidence, I compared the annual rates, and not the rates per mile, which I have not had an opportunity of calculating.

3889. You have explained to the Committee the reason why it is hard to give the annual expenditure connected with railways for Post-office purposes, by reason of the payments for one year not always being made within that year; can you state, generally, what quarterly payments were due, but were not made, in the year for the years 1851-2-3-4 and 5?—No, it varied very enormously; we had, at one time, an arrear of payment to the Great Western alone of 150,000*l.*

3890. For

3890. For how many years was that running on?—For about three and a half years.

3891. When was that made?—I cannot tell what year it was made in, but a few years ago; it was in 1848, I think; there is an entry made here of a payment in 1854; there is no payment appearing in 1850-51-52 and 53; there is no payment to the Great Western for those four years, if you look at the return.

3892. Have you recently made an alteration of your arrangement with the Great Southern and Western of Ireland for the transmission of mails?—Yes.

3893. Have you put on a travelling post-office?—We have a travelling post-office by the trains which carry the night mail.

3894. Is that the only alteration made?—No; we have altered the day mail train; it was altered in December last as to the hour of departure.

3895. Are those the only alterations you have made?—The only alterations of any material importance; there have been alterations of a few minutes in time, I believe; but the only alterations of any material importance were first the establishment of a travelling post-office, and an acceleration of speed between the junction and Cork; that was as regards the night mail; and secondly, as regards the day mail, an earlier dispatch from Dublin, and a somewhat later arrival in Dublin.

3896. And in consideration of this additional accommodation given to the Post-office by this company, you have adhered to the price paid under the original arbitration?—We have agreed for the present to adhere to that price.

3897. Was it ever submitted to the company by the Post-office to take the mail bags by every train?—No; the Post-office does not usually take the initiative in these cases; I believe I may say almost every one of the arrangements now in existence have originated in offers made by the railway companies themselves.

3898. It is not customary for the Post-office to make those proposals to the companies?—No, generally speaking.

3899. In the case of the Newcastle and Carlisle you were paying that company 900 *l.* a year for the transmission of one mail?—The payment varied to that company considerably, but I believe the last payment made to them was at the rate of nearly 900 *l.* a year; at one time it was only 600 *l.* a year; that was for day mails entirely for one train in each direction, the hours of which we fixed, and which hours were very inconvenient for their traffic; they were trains which ran at those hours purposely to suit the Post-office.

3900. You have now arranged with that company upon their proposal to make a bag by every train for a lump sum of 1,000 *l.* a year?—Yes.

3901. Do you carry the night mail by that means?—There are no night trains upon that line; we carry what we call the London night mail for the places upon the line, but there are no night trains.

3902. How are the night mails transmitted?—By the time the London mail arrives at Newcastle the train becomes a day train.

3903. Do you know the mileage between Carlisle and Newcastle?—I stated it as 59½ miles. The total mileage travelled by passenger trains in a day is 595 altogether.

3904. The distance between the two towns is 59½ miles?—Yes.

3905. What is the mileage in the case of the Post-office?—I believe we use every train upon that line.

3906. For the privilege of sending a mail by every train you pay 1,000 *l.* a year?—Yes.

3907. In the case of the Southampton and Dorchester line, is there a day mail upon that?—Yes.

3908. Is that included in the 1*s.* 6*d.*?—The payment which we actually make for the day mail between Southampton and Dorchester is a second-class fare.

3909. It ought to be an addition to the 1*s.* 6*d.* which you pay for the night mail?—It is in addition to the night mail.

3910. Do you consider the sum of 1,000 *l.* a year a fair payment to the Carlisle company for transmitting a bag by all their trains, the distance being 59½ miles?—I consider it on the whole a fair arrangement between the Post-office and the company, yielding to them a very fair profit, and to us fair accommodation.

3911. If the line had been 76 miles, would you have made a proportionate addition to the payment according to the mileage?—No, I do not think so; I do not think we take into consideration the actual length of the line; we take into

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consideration what are the actual services offered, and of what value they would be to us; we look more probably to the number of letters conveyed than to the length of the railway.

3912. In considering the proposals of any railway company to you, do you take into account the inconvenience and the expenditure imposed upon that company by carrying the mails?—That is a question taken into account by the arbitrator, and not by the Post-office. In establishing such an arrangement as this between Newcastle and Carlisle for the use of all the ordinary trains, we knew there was no inconvenience, because all we stipulated for was, that we should have the use of the trains which they themselves ran for their own purposes, the hours of which they entirely controlled themselves.

3913. Have you formed any opinion whether such a sum would be in excess of, or under the sum, which in case of arbitration the parties might have got?—I know of no case in which we have gone to arbitration for fixing the sum to be paid to a company for the use of all their trains.

3914. When you were paying 900 *l.* a year, was that under agreement or arbitration?—Partly the one, and partly the other.

3915. Would it not be in your opinion, as intimately connected and conversant with post-office business, an advantage if a letter-bag were transmitted by every train out of Dublin?—I question whether the merchants of a metropolis like to have so many communications as that; I believe that all merchants of a metropolis, at any rate, prefer a single arrival in the morning of the whole of their letters, and I doubt if much facility would be given by using all the trains out of Dublin.

3916. Are you acquainted with the particulars of the deliveries in Dublin at this moment?—No, I am not; they do not come under my cognizance at all.

3917. *Chairman.*] Are you aware of the arrangements with respect to London and Liverpool letters passing through Dublin during the day?—I am aware that letters from England arrive in Dublin twice a day.

3918. Are you aware that in one case those letters for the country, which arrive in Dublin, are detained there for several hours?—Yes.

3919. Would it not be convenient for merchants in the country to receive those by an earlier train than the night train, by which they go at present?—As regards letters intended for the few towns situate within a radius of 50 or 70 miles round Dublin, it would be so; but if you went beyond that, I believe the arrival would be at so late an hour that the accommodation would be of little value.

3920. Are you aware that the train which leaves here at nine o'clock p.m. arrives in Dublin at half-past nine the following morning, and that there is a train leaving Dublin at 12?—Yes.

3921. Would not that take letters, so that they might be delivered at an hour sufficiently early for commercial purposes in the evening?—I think the tendency of the evidence of the witnesses before this Committee has been to show that the delivery of letters, unless finished before three o'clock in the day, is not of much value.

3922. That is for banking purposes?—For banking and general business.

3923. Are there no other business purposes to be taken into account except banking purposes?—I think the facility would perhaps be considered of some value by a few towns, but I think the majority of the merchants of the larger towns would not attach much value to a late afternoon delivery of those letters, and I think such an accommodation would not be one for which we could consider ourselves justified in making any large payment.

3924. If letters dispatched from here at nine o'clock were to reach Waterford at six o'clock in the evening of the following day instead of at seven the succeeding morning, do not you think that would be a great advantage to the commercial community?—I certainly do not think it would afford an advantage worth paying much for.

3925. Why do not you think so?—Because I think that most merchants finish their business before six o'clock in the evening.

3926. Supposing it was an important communication, and they were enabled to reply that same evening by the return night mail; would not that be an advantage?—Of course in a case of great urgency the facility of replying quicker than they can now send it would be of some importance, but all communications are not of that urgency; nor do I think if the mail were delivered at Waterford after six o'clock in the evening, and the facility of reply up to nine o'clock were given, more than very few of those letters would be replied to.

3927. Mr. *Grogan.*] If that be correct, how do you account for the very large income which the Telegraph Company receive?—The Post-office does not and cannot attempt to compete with the Telegraph Company in the quickness of transmitting communications.

3928. If your opinion be correct, that it would not be an object to individuals to receive letters as quickly as they possibly could be transmitted, how do you account for the large income of the Telegraph Company?—The telegraph is made use of in cases in which it must always beat the Post-office.

3929. Would not the dispatch of letters from Dublin by the half past 12 o'clock train, instead of their remaining there till the evening, be an acceleration somewhat similar in value to the telegraph?—No, I think it would only be valuable in a very few immediate cases.

3930. Would not a letter be in Waterford on the same day, and indeed at an hour before it now leaves Dublin?—Undoubtedly it would.

3931. Would not that be an accommodation to people there, and those resident all round about?—It would be an accommodation, but not a great accommodation, or worth paying much for.

3932. Mr. *F. Scully.*] If the conveyance of letters were accelerated between London and Dublin, so that letters dispatched from here at night could be forwarded from Dublin by the day mail, would not that be a great convenience, arriving as they would at Waterford about two o'clock in the day?—Yes, but to assume that you must assume a much larger amount of acceleration than the Post-office has as yet been given to understand that the railway and steam-boat companies are prepared to afford.

3933. But is it not possible?—I feel quite satisfied that it is not only possible, but that it will be done before many years are over.

3934. By increasing the speed of the trains to Holyhead, and by having larger and more powerful boats across to Kingstown?—Yes; the mode of doing it has been already shown in a former Parliamentary Committee. I believe it to be perfectly practicable; but at present it appears that it would be attended with an enormous outlay, far more than the Post-office can bear.

3935. Would it cost the Post-office much to improve the mode of sending letters to Holyhead?—That depends upon the terms which they are able to obtain from the railway companies; the question has been already very extensively considered, and I believe is at present under consideration.

3936. Such an arrangement as that would be of great importance to large towns, like Clonmel and Waterford?—The benefit of such an arrangement to those towns, as regards the London mail, would depend upon whether we could bring the London night mails into Dublin in time for the present dispatch of the day mails. The change hitherto proposed would involve a later dispatch of the day mails out of Dublin; you cannot at the present time (and no proposal has ever yet been made which would do it) bring the mails into Dublin sufficiently early to admit of their going out at the present hour of the dispatch of the day mails.

3937. Suppose it were done, would it not be attended with great advantage?—Undoubtedly.

3938. Mr. *Grogan.*] Have you personally considered the subject?—I have.

3939. Have you any doubt that the mails may be transmitted from London to Dublin in 12 hours?—I believe it has been offered to transmit them from Euston-square station to Westland-row station in 12 hours, but not from Post-office to Post-office.

3940. Could they be transmitted, in your opinion, in 11½ hours?—I feel quite sure, by an improvement of the packets to a sufficient extent, it may be done in 11 hours.

3941. Are you aware that an Act passed this session for the purpose of improving the postal communication chiefly by more powerful packets between Holyhead and Kingstown?—I am.

3942. When those packets are on the station, have you any doubt in your own mind that the conveyance of the mail from Euston-square station to Westland-row station may be done in 11 hours?—I have no doubt it might be done in 11 hours from station so station, or even less.

3943. What time would be necessary to transmit the bags from the Post-office to Euston-square, and from the Westland-row station to the Post-office in Dublin?—You would require half an hour at the London end and rather less at the Dublin

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Dublin end, and you would require at least an hour as margin for casualties and delays; no arrangement of that kind should be tied up so closely without affording a margin.

3944. Does it take half an hour to transmit the mail bags from the General Post-office here to Euston-square?—We could transmit the Irish bags only in that time.

3945. What is the time allowed now?—Three-quarters of an hour; not in the actual journey, but for packing the bags, &c.

3946. There is a travelling post-office on the line between London and Holyhead?—Yes, all the way.

3947. Would there be any difficulty in the letters intended for the interior of Ireland being sorted in that travelling post-office, so that on the arrival of the mail at Westland-row it could at once be dispatched?—It would be possible to sort the letters upon the line, but not in the existing travelling post-office; it would require an additional travelling post-office, and independent means for that purpose.

3948. But you see no difficulty in their being sorted on the road?—I see no difficulty in the letters for transmission through Dublin being sorted on the road.

3949. If that course were adopted, what difficulty would there be in the letters being at once dispatched on their arrival in Ireland into the interior of the country? They might at once be dispatched. The proper arrangement would be that you should take them first to the Post-office, to place them in the bags made up in Dublin for the interior; but still it would amount to a transmission through Dublin without sorting.

3950. How long would that take?—I should say about half an hour from the Westland-row station to the Midland station.

3951. Under your arrangement with the railway between London and Holyhead, do you pay anything extra for dispatching the mails at any one hour in preference to any other?—We have the power of fixing the hour, but the speed is limited.

3952. Supposing the Irish letters to be dispatched from London at seven o'clock, p. m., they ought to arrive in the Dublin Post-office by about eight the following morning; could they not arrive there by that time?—It is utterly impossible to dispatch the whole of the night mail letters from London at seven o'clock in the evening.

3953. Why?—It is with the greatest difficulty they are now got off at eight, and it is quite impossible, without depriving London of an hour for posting the whole of its letters, to dispatch them at seven.

3954. Then the Irish letters could not be conveniently sent from London at seven o'clock?—It is impossible, in my opinion, to dispatch a mail containing the whole of the Irish letters at that time.

3955. Can they be sent at eight?—They are sent away from the Post-office at eight; if you made the dispatch at seven, you might include a certain number of Irish letters, but you could not include all the letters which are now sent at eight o'clock.

3956. Then you conceive it to be impossible to send all the Irish letters from London, even at the accelerated speed of 11 hours for the journey, in time for the present morning dispatch from Dublin?—Yes, unless a greater speed were obtained than we have hitherto been given to understand can be effected, it would be impossible at present.

3957. Mr. *F. Scully*.] Is there not a difference of 25 minutes between London and Dublin time?—There is.

3958. Would not that be in favour of the transmission of the mails?—In going over it would be in our favour, but in coming back it would be against us.

3959. Mr. *Grogan*.] The Dublin morning mail, until recently, was dispatched at 10 o'clock?—Until last December.

3960. If the morning dispatch from Dublin were made 10 o'clock as before, would it not then be possible to transmit the letters to the interior of Ireland arriving by the night mail from London?—On the assumption that the journey between station and station was done in 11 hours, it would then be quite possible I think.

3961. In the event of letters arriving in Dublin from London being dispatched by the morning mails, what line of railway would it be necessary to use to forward those letters to Waterford?—Speaking of day mails?

3962. Yes.—

3962. Yes.—That is a subject for future consideration; the shortest line is through Kilkenny; but I cannot say which would be used.

3963. Is that line now used?—Yes.

3964. Have you any reason to suppose that it would be changed?—That would depend upon the arrangement made.

3965. Could you send letters from Dublin to Waterford by the Waterford and Limerick, with equal speed of conveyance as by the Kilkenny?—I do not think we could; but at the same time if any arrangement should be made for using the Waterford and Limerick line for the day mail, I question very much whether the Post-office ought to use the Kilkenny line also into Waterford.

3966. If an arrangement for the transmission of the day mail by the Limerick and Waterford Railway should be made, how would that accommodate letters going to Carlow and Kilkenny from Dublin?—It would not do so.

3967. That applies to all towns between Waterford and Kilkenny?—No; I say we might not be able to afford the use of the line into Waterford; we should have to send bags by it for Carlow and Kilkenny, and probably Thomastown; but it is probable that we should not continue to use that line all the way into Waterford: the correspondence conveyed upon it would be so reduced in value that I do not think it would enable us to afford the use of the line for the remaining bags if they took away the Dublin and Waterford day mail from it.

3968. *Chairman.*] Was it in contemplation to take away the transmission of the Waterford day mail from Dublin from the Waterford and Kilkenny line, which is the direct line, and give it to the Waterford and Limerick, which is an indirect line from Dublin?—I understand that it is desired that the Waterford and Limerick line should be used for the day mail.

3969. That is, for the day mail from Limerick to Waterford?—From the Limerick Junction to Waterford.

3970. But not from Dublin to Waterford?—But it would be in connexion with the Dublin mail at the Junction, and therefore might be made the means of conveying the Dublin bag to Waterford,

3971. But surely it would not be thought desirable by the Post-office or the public that a conveyance should be adopted for the transmission of the Dublin and London correspondence to Waterford, which would occupy two hours more than the present mode?—I can only say that I think the Post-office would not be able to afford the expense of two day mails into Waterford; that the correspondence is not sufficient to pay for two day mails.

3972. We were proceeding with the question of rates to other Irish railways when the line of examination was interrupted; will you state any other lines of railway besides the Great Southern and Western to which high rates of payment are made in Ireland?—The Midland Great Western is paid for at the rate of 3 *s.* a mile; the Dublin and Belfast Junction at the rate of 4 *s.* a mile; the Dublin and Drogheda 2 *s.* a mile in one direction, and 3 *s.* 9 *d.* in the other; the Dundalk and Enniskillen line, between Dundalk and Castleblaney, at 3 *s.* 2 *d.* a mile; the Ulster at 1 *s.* 3½ *d.* a mile in one direction. Those are the most expensive lines that are used in Ireland.

3973. The Belfast and Ballymena?—The Belfast and Ballymena is paid for at the rate of 1 *s.* a mile in one direction, and 1 *l.* a day in the other direction; about 7 *d.* a mile, I think, the latter amounts to.

3974. Mr. *Grogan.*] Can you explain the return, as furnished to the House, under the head of the Midland Great Western of Ireland, as to the payments there; it states Dublin and Mullingar as 2 *s.* 8 ¼ *d.*?—Yes.

3975. It states Dublin and Maynooth as 2 ½ *d.*?—Yes.

3976. What is the meaning of that?—The Dublin and Maynooth service was a morning mail service, which we paid for at the fare of a passenger.

3977. That was the day mail?—Yes, it was.

3978. Does that day mail stop at Maynooth?—No; we have now a day mail between Dublin and Galway, which we pay for at the rate of 500 *l.* a year.

3979. Is not the Maynooth bag dispatched by that?—Yes; but it was not so done in all the years to which this return applies. At the present moment, I believe, the Maynooth bag goes by the Dublin and Galway day mail train; but during 1850 and 1851, it did not do so; it was a separate train starting at an earlier hour.

3980. Is there any special payment for the Dublin and Maynooth mail?—I believe

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believe it is now merged in the other. I have a strong impression that it has been merged in the other payment, that there is no separate payment now made.

3981. Does the same remark apply in this return to the mail from Maynooth to Mullingar, ½ *d.* is charged for that?—That was an arrangement which lasted only till the day mail was extended to Galway. The arrangement was this: we paid at the rate of 2½ *d.* a mile between Dublin and Maynooth, and the company carried the bags on from there to Mullingar for an additional allowance of 50 *l.* a year, but this arrangement ceased when we established the day mail throughout to Galway under the new arrangement.

3982. They were merged under that new arrangement?—Yes.

3983. *Chairman.*] Are there any other lines in Ireland that you have to observe upon as receiving high rates of payment?—I think I have mentioned all the highest.

3984. Mr. *Grogan.*] Is there any night mail at all between Kilkenny and Jerpoint?—There never has been a night mail train on that line, I believe.

3985. Will you just look to the return of 1854, and see how that is?—The reason why that is given there as 1*s.* is, that during a portion of the period to which this return applies the service was performed under contract with Mr. Fletcher, and he carried the bag by road between Maryborough and Kilkenny, and by railway between Kilkenny and Jerpoint, and from there by car; that arrangement lasted only for a short time, and it is that service to which this 1 *s.* a mile applies.

3986. It does not now apply?—It does not.

3987. However, in that instance Jerpoint was served by a mail train?—Jerpoint is only a station on the route of the train to Waterford.

3988. *Chairman.*] Have all those rates which you have been stating in Ireland been settled with reference to the amount of accommodation that is afforded, or to the amount of revenue derived from the letters?—Each case was considered, and dealt with upon its own merits. The Dublin and Cork line was used as being the great artery of railway mail communication from Dublin to the south of Ireland; we must use that line under any circumstances, whatever it might cost us; we have no other means of serving that district of country.

3989. I thought you stated, in the early part of your evidence, that it was not certain that you would continue it on account of the high rate of payment?—I think you must have misunderstood me.

3990. I think you stated that in consequence of the terms you were only using it for the present?—No, I do not think I stated that; I stated we had agreed to continue that rate of payment for the present.

3991. Have you to take into account other considerations besides the mere question of revenue?—In dealing with the main-mail service upon a main line we are obliged sometimes to set aside questions of revenue.

3991*. Do you consider the question of revenue as of primary consideration, or a secondary one in Post-office matters?—That is a question which I leave for the Treasury or Parliament to consider, as to whether the Post-office is to be made a source of revenue or not.

3992. Are you aware that there are very high authorities in a direction contrary to that of revenue as a primary consideration, especially of late?—I give no opinion upon that matter.

3993. But the tendency of your evidence to-day is very much to the effect, as are your comparisons, that your views are mainly directed to the consideration of the revenue, and not to the accommodation afforded to the public; that is the reason why I asked the question, or I would not have done so; I take it for granted that you are in a position in the Post-office in which matters are referred to you, and that your opinions upon them have great influence in guiding the Post-office authorities upon particular questions: if I am right in that it is important to the public that your views should be what are considered correct, according to the best authorities?—So long as Parliament decides, as it has, it is not a question for the discretion of the Post-office at all, whether it should be a source of revenue or not. If Parliament should decide that the Post-office is no longer to be made a source of revenue, the Post-office could no doubt afford to expend more money in increasing postal facilities.

3994. Has not your evidence, and the evidence of other witnesses from the Post-office, gone very much to impress the Committee with the opinion that you are mainly directed in your consideration of these questions by the amount of revenue

revenue to be derived from those places for which the accommodation is sought?—In dealing with branch lines, such as the one to which our attention is particularly directed here, we are obliged to take into consideration whether the correspondence conveyed upon that branch line is of sufficient importance to make the payment demanded by the company proper to be incurred.

3995. Do you apply the same rule invariably in Ireland, to other lines?—In all similar cases whether in England or Ireland; but that question of revenue cannot be applied to main trunk arteries, which must be used.

3996. Are they all main trunk arteries upon which you have been giving evidence here?—The majority of them are; the Dublin and Cork is a main artery; the Dublin and Galway is a main artery, and the Dublin and Belfast is a main artery.

3997. Are those the only lines of that character?—The Castleblaney line is a part of the main trunk line between Dublin and Derry.

3998. Is not the Waterford and Limerick, in connexion with the Great Southern and Western, of as much importance as the line you have been speaking of now?—No; the Limerick and Waterford is not the direct line to Waterford.

3999. Would it not be the shortest line to Clonmel?—But Clonmel itself is a town situate upon a branch line.

4000. Is it not of as much importance as Castleblaney?—Probably much more; we do not use that railway to Castleblaney for the sake of Castleblaney itself, nor should we do so; it is done in order to carry the Dublin and London letters on to Derry in sufficient time in the morning.

4001. Mr. *Grogan.*] Are there any alterations that suggest themselves to you, which would improve the communication in this district without being too expensive?—I think that an arrangement with the Waterford and Limerick company for the use of every train would be a very desirable arrangement, provided the company would name some moderate sum which the correspondence would enable us to pay.

4002. Considering the time of the present trains, that would only apply to the day mail?—It would apply to day and local mails; it would afford the means of transmitting local mails between Waterford and Limerick, and between Waterford and Clonmel.

4003. It would still give but a day mail?—It would still give but a day mail.

4004. Mr. *F. Scully.*] From Clonmel to the junction?—From Clonmel to the junction; the Dublin day mail from Clonmel would go that way, and for Clonmel. Mr. Trollope has already shown that advantage would accrue to Clonmel and Cahir and Cashel from having the day mail conveyed upon that line.

4005. Mr. *Grogan.*] Would the suggestion that Mr. Fletcher threw out, upon which I asked Mr. Trollope some questions about transmitting the night mail, if it could be carried out upon the plan then suggested, be an improvement?—Not at the hour named by Mr. Fletcher; I believe Mr. Trollope has very correctly shown that the balance as regards accommodation, in the event of that offer being made and accepted, would be rather an injury than an advantage.

4006. Mr. Fletcher named half past eight?—He named half past eight from Kilkenny going northward; he stated that it should leave Waterford at such a time as would admit of the train leaving Kilkenny for Carlow at half past eight; I think he altered his mind a little afterwards; he stated afterwards it might be modified.

4007. If your objection applies to the hour named by Mr. Fletcher, what hour would, in your opinion, suit the public convenience?—The hour that would be most convenient to the Post-office would be by trains running in direct connexion with the main night mail at Kildare; but those of course would be very inconvenient hours for traffic.

4008. Those would be night mails going specially?—They would be night mails going specially, and would of course be very expensive.

4009. Taking into account the cheap rate at which the mail was to be carried upon those lines, would any slight modification of Mr. Fletcher's hour give accommodation to the public?—I do not think that Mr. Fletcher's arrangement could possibly be a permanent one; I think, even if the company made such a proposal as that, and the arrangement were to be started, it could not long be continued for the payment which Mr. Fletcher stated the companies might be willing to accept.

4010. Why?—So far as my experience enables me to judge, I should say that

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trains at those hours could not be run for the payment he demanded; that the payment was inadequate to the conduct of the service.

4011. You mean Mr. Fletcher's proposition for transmitting the night mail from Dublin to Waterford, which I think he suggested should start at half past eight?—I saw Mr. Fletcher afterwards, and his first statement to me, as well as to the Committee, was that he should leave Waterford at such an hour as would enable the company to start a train from Kilkenny at half past eight.

4012. That would be leaving Waterford somewhere about a quarter past seven?—Yes.

4013. Except for the cost of affording a late departure, there can be no question it would be a convenience?—Setting aside the question of cost, there can be no doubt that night trains from Waterford by both the Kilkenny and Limerick lines would be advantageous to a small extent, but would not be sufficiently advantageous to justify anything more than a small payment.

4014. Would a departure from Kilkenny at nine or a quarter past nine, instead of half-past eight, materially remove your objection?—By every quarter of an hour you make the dispatch later from Kilkenny, by so much will you reduce the objection; but I do not think a dispatch at nine from Kilkenny would remove the objection as far as Wexford is concerned; I think you must leave Kilkenny as late as half past ten, to avoid injury to Wexford.

APPENDIX.

LIST OF APPENDIX.

Appendix, No. 1.

Paper delivered in by Rowland Hill, Esq., 3 July 1855:
General Post-office.—Revenue and Expenditure of Great Britain and Ireland - - p. 253

Appendix, No. 2.

Return of the Number of Letters, and Revenue accruing therefrom, during the last Six Years, at all Post Towns in the Counties named; viz., Cork, Waterford, Limerick, Tipperary, Kildare, Carlow, Kilkenny, Wicklow, and Wexford - - - - - - - - - - - - p. 254

Return showing the Number of Letters received at the Post Towns in the Counties of Cork, Waterford, Limerick, Tipperary, Kildare, Carlow, Kilkenny, Wicklow, and Wexford, together with Revenue accruing therefrom, during the Years 1850 to 1855 inclusive - - - p. 257

Return showing the principal Improvements recently effected as regards the Postal Arrangements in the South of Ireland, and the Additional Expense incurred thereby - - - - p. 257

Copy of Memorial from the Corporation of Clonmel - - - - - - - - p. 258

Returns showing Revenue of certain Towns in the South of Ireland, in the Years 1846 and 1855; and also the Arrival thereat and Despatch therefrom of Mails in those Years, as contrasted with each other, and with their Arrival and Despatch according to proposed use of Railways between Limerick and Waterford, and Kildare and Waterford . - - - - - - - p. 259

Appendix, No. 3.

Clonmel.—Statement showing the Hours at which the Letter-carriers commenced the Deliveries of both Day and Night Mails, during the Winter Months of 1854 - - - - p. 260

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Statement, showing the Annual Payment and Rate per Mile for the Conveyance of the undermentioned Mails, in the Years 1846 and 1855 - - - - - - - - p. 262

Return, showing the Principal Railways upon which the Mail Service is performed, under a Contract for the general use of all the Trains - - - - - - - - - - p. 263

Statement, showing the Total Amount of the Correspondence of all Towns for the Conveyance of the London Bags to which the Peterborough and Grimsby Night Mail Train was established - - - - - - - - - - - - - - - - p. 263

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APPENDIX.

Appendix, No. 1.

PAPER delivered in by *Rowland Hill*, Esq., 3 *July* 1855.

GENERAL POST-OFFICE.

REVENUE and EXPENDITURE of *Great Britain* and *Ireland*.

	Great Britain.			Ireland.		
	Gross Revenue.	Gross Expenditure.	Net Revenue.	Gross Revenue.	Gross Expenditure.	Net Revenue.
	£.	£.	£.	£.	£.	£.
From 6 Jan. 1852 to 5 Jan. 1853	2,246,027	1,159,239	1,086,788	196,298	192,667	3,631
From 6 Jan. 1853 to 5 Jan. 1854	2,394,132	1,215,014	1,179,118	198,275	203,665	Deficiency 5,390
From 1 April 1854 to 31 March 1855	2,434,432	1,324,679	1,109,753	200,904	181,616	19,288
Average per annum £.	2,358,197	1,232,977	1,125,220	198,492	192,649	5,843
		Equal to 52 per cent. on Gross Revenue.	Equal to 48 per cent. on Gross Revenue.		Equal to 97 per cent. on Gross Revenue.	Equal to 3 per cent. on Gross Revenue.

(signed) *Frank Ives Scudamore.*

2 July 1855.

Geo. E. Hide,
Receiver and Accountant-General.

Appendix, No. 2.

RETURN of the Number of LETTERS, and REVENUE accruing therefrom, during the last Six Years, at all Post Towns in the Counties named, viz., *Cork*, *Waterford*, *Limerick*, *Tipperary*, *Kildare*, *Carlow*, *Kilkenny*, *Wicklow*, and *Wexford*.

POST TOWNS.	COUNTIES.	Number of Letters delivered, and Revenue accruing therefrom, computed at 1¼*d.* a Letter.											
		Letters, 1850.	Revenue, 1850.	Letters, 1851.	Revenue, 1851.	Letters, 1852.	Revenue, 1852.	Letters, 1853.	Revenue, 1853.	Letters, 1854.	Revenue, 1854.	Letters, 1855.	Revenue, 1855.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Arklow	Wicklow	744	201 10 –	740	200 8 4	749	202 17 1	968	262 3 4	872	236 3 4	1,007	272 14 7
Ashford	Wicklow	419	113 9 7	417	112 18 9	608	164 13 4	598	161 19 2	601	162 15 5	521	141 2 1
Athy	Kildare	1,648	446 6 8	1,639	443 17 11	3,167	857 14 7	2,548	690 1 8	2,980	807 1 8	2,793	756 8 9
Ballyragget	Kilkenny	330	89 7 6	329	89 2 1	939	254 6 3	925	250 10 5	933	252 13 9	1,023	277 1 3
Bandon	Cork	4,195	1,136 2 11	4,171	1,129 12 11	3,874	1,049 4 2	3,632	983 13 4	4,050	1,096 17 6	3,865	1,046 15 5
Bantry	Cork	740	200 8 4	736	199 6 8	1,617	437 18 9	1,180	319 11 8	1,340	362 18 4	1,451	392 19 7
Blessington	Wicklow	378	102 7 6	376	101 16 8	369	99 18 9	287	77 14 7	271	73 7 11	313	84 15 5
Bray	Wicklow	1,487	402 14 7	1,479	400 11 3	1,653	447 13 9	1,671	452 11 3	2,168	587 3 4	2,572	696 11 8
Buttevant	Cork	919	248 17 11	914	247 10 10	840	227 10 –	1,249	338 5 5	1,486	402 9 2	1,864	504 16 8
Cahir	Tipperary	1,322	358 – 10	1,315	356 2 11	1,346	364 10 10	1,252	339 1 8	1,332	360 15 –	1,471	398 7 11
Callan	Kilkenny	3,158	855 5 10	3,140	850 8 4	5,002	1,354 14 2	3,203	867 9 7	4,514	1,222 10 10	1,731	468 16 3
Carlow	Carlow	4,020	1,088 15 –	3,997	1,082 10 5	4,119	1,115 11 3	4,302	1,165 2 6	5,638	1,526 19 2	7,117	1,927 10 5
Carrick-on-Suir	Tipperary	2,131	577 2 11	2,119	573 17 11	2,727	738 11 3	3,249	879 18 9	1,846	499 19 2	2,527	684 7 11
Cashel	Tipperary	1,767	478 11 3	1,757	475 17 1	2,420	655 8 4	5,209	1,410 15 6	4,921	1,332 15 5	4,782	1,295 2 6
Celbridge	Kildare	645	174 13 9	642	173 17 6	672	182 – –	560	151 13 4	715	193 12 11	814	220 9 2
Charleville	Cork	1,843	499 2 11	1,833	496 8 9	2,141	579 17 1	1,970	533 10 10	2,258	611 10 10	1,636	443 1 8
Clonmel	Tipperary	7,351	1,990 17 11	7,308	1,979 5 –	6,718	1,819 9 2	7,150	1,936 9 2	7,081	1,917 15 5	8,153	2,208 2 1
Cork	Cork	26,173	7,088 10 5	26,019	7,046 16 3	27,854	7,543 15 10	28,686	7,769 2 5	28,477	7,712 10 5	34,368	9,308 – –
Delgany	Wicklow	517	140 – 5	514	139 4 2	517	140 – 5	540	146 5 –	724	196 1 8	—	—
Dungarvan	Waterford	1,876	508 1 8	1,865	505 2 1	1,791	485 1 3	1,676	453 18 4	1,711	463 7 11	1,627	440 12 11

Enniscorthy -	Wexford -	2,413	653	10	5	2,399	649	14	7	3,406	922	9	2	4,480	1,213	6	8	4,390	1,188	19	2	4,344	1,176	10	–
Enniskerry - -	Wicklow -	410	111	–	10	407	110	4	7	354	95	17	6	302	81	15	10	496	134	6	8	465	125	18	9
Fermoy - -	Cork - -	2,382	645	2	6	2,368	641	6	8	2,614	707	19	2	3,611	977	19	7	4,504	1,219	16	8	4,744	1,284	16	8
Ferns - - -	Wexford -	434	117	10	10	431	116	14	7	454	122	19	2	1,012	274	1	8	1,134	307	2	6	1,317	356	13	9
Gorey - -	Wexford -	2,194	594	4	2	2,181	590	13	9	2,360	639	3	4	2,528	684	13	4	2,521	682	15	5	2,782	753	9	2
Kilcock - -	Kildare -	597	161	13	9	593	160	12	1	823	222	17	11	914	247	10	10	882	238	17	6	886	239	19	2
Kildare - -	Kildare -	855	231	11	3	851	230	9	7	1,501	406	10	5	1,765	478	–	5	1,937	524	12	1	2,186	592	–	10
Kilkenny - -	Kilkenny -	5,143	1,392	17	11	5,113	1,384	15	5	5,888	1,594	13	4	6,374	1,726	5	10	6,146	1,664	10	10	5,897	1,597	2	1
Kilmallock - -	Limerick -	1,383	374	11	3	1,375	372	7	11	3,379	915	2	11	3,408	923	–	–	3,661	991	10	5	3,796	1,028	1	8
Kinsale - -	Cork - -	1,307	353	19	7	1,300	352	1	8	1,681	455	5	5	1,616	437	13	4	1,824	494	–	–	2,021	547	7	1
Leighlinbridge -	Carlow - -	245	66	7	1	244	66	1	8	225	60	18	9	212	57	8	4	195	52	16	3	—	—		
Leixlip - -	Kildare -	393	106	8	9	391	105	17	11	491	132	19	7	628	170	1	8	656	177	13	4	636	172	5	–
Limerick - -	Limerick -	16,280	4,409	3	4	16,185	4,383	8	9	19,565	5,298	17	1	20,614	5,582	19	2	23,620	6,397	1	8	26,835	7,267	16	3
Mallow - -	Cork - -	2,318	627	15	10	2,305	624	5	5	6,315	1,710	6	3	6,279	1,700	11	3	6,702	1,815	2	6	4,297	1,163	15	5
Maynooth - -	Kildare -	888	240	10	–	883	239	2	11	874	236	14	2	811	219	12	11	947	256	9	7	1,023	277	1	3
Midleton - -	Cork - -	1,131	306	6	3	1,124	304	8	4	1,730	468	10	10	1,825	494	5	5	1,996	540	11	8	1,937	524	12	1
Monastereven -	Kildare -	687	186	1	3	683	184	19	7	933	252	13	9	951	257	11	3	972	263	5	–	1,025	277	12	1
Naas - - -	Kildare -	1,491	403	16	3	1,483	401	12	11	1,844	499	8	4	2,085	564	13	9	1,987	538	2	11	2,120	574	3	4
Nenagh - -	Tipperary -	2,448	663	–	–	2,434	659	4	2	3,565	965	10	5	3,289	890	15	5	3,846	1,041	12	6	4,066	1,101	4	2
Newbridge - -	Kildare -	1,206	326	12	6	1,199	324	14	7	2,618	709	–	10	2,635	713	12	11	3,834	1,038	7	6	5,030	1,362	5	10
Newcastle - -	Limerick -	1,163	314	19	7	1,157	313	7	1	1,167	316	1	3	1,067	288	19	7	1,261	341	10	5	1,155	312	16	3
Newtown Mount Kennedy - -	Wicklow -	821	222	7	1	817	221	5	5	672	182	–	–	676	183	1	8	1,758	476	2	6	2,732	739	18	4
Pallasgreen -	Limerick -	1,191	322	11	3	1,184	320	13	4	1,325	358	17	1	1,261	341	10	5	628	170	1	8	687	186	1	3
Piltown - -	Kilkenny -	499	135	2	11	496	134	6	8	511	138	7	11	526	142	9	2	551	149	4	7	458	124	–	10
Queenstown -	Cork - -	3,610	977	14	2	3,589	972	–	5	6,211	1,682	2	11	5,519	1,494	14	7	8,128	2,201	6	8	7,997	2,165	17	1

(*continued*)

RETURN of the Number of Letters, and Revenue accruing therefrom, during the last Six Years, at all Post Towns in the Counties named, &c.—*continued.*

POST TOWNS.	COUNTIES.	Number of Letters delivered, and Revenue accruing therefrom, computed at 1¼*d.* a Letter.											
		Letters, 1850.	Revenue, 1850.	Letters, 1851.	Revenue, 1851.	Letters, 1852.	Revenue, 1852.	Letters, 1853.	Revenue, 1853.	Letters, 1854.	Revenue, 1854.	Letters, 1855.	Revenue, 1855.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Rathdrum	Wicklow	1,331	360 9 7	1,324	358 11 8	1,463	396 4 7	1,334	361 5 10	1,371	371 6 3	1,584	429 – –
Roscrea	Tipperary	2,331	631 6 3	2,318	627 15 10	2,089	565 15 5	1,873	507 5 5	1,922	520 10 10	3,842	1,040 10 10
Ross	Wexford	1,923	520 16 3	1,912	517 16 8	3,529	955 15 5	3,946	1,068 14 2	3,444	932 15 –	3,151	853 7 11
Skibbereen	Cork	1,383	374 11 3	1,375	372 7 11	1,509	408 13 9	2,133	577 13 9	2,518	681 19 2	2,956	800 11 8
Tallow	Waterford	686	185 15 10	682	184 14 2	659	168 9 7	761	206 2 1	1,145	310 2 1	686	185 15 10
Templemore	Tipperary	1,368	370 10 –	1,360	368 6 8	2,060	557 18 4	1,904	515 13 4	1,999	541 7 11	2,387	646 9 7
Thomastown	Kilkenny	565	153 – 5	562	152 4 2	1,758	476 2 6	1,391	376 14 7	1,389	376 3 9	1,631	441 14 7
Thurles	Tipperary	1,753	474 15 5	1,743	472 1 3	2,727	738 11 3	2,961	801 18 9	2,144	580 13 4	3,275	886 19 7
Tipperary	Tipperary	2,009	544 2 1	1,953	528 18 9	2,089	565 15 5	2,256	611 – –	2,134	577 19 2	2,654	718 15 10
Waterford	Waterford	8,270	2,239 15 10	8,222	2,226 15 10	9,019	2,442 12 11	9,645	2,612 3 9	10,655	2,885 14 7	12,173	3,296 17 1
Wexford	Wexford	4,148	1,123 8 4	4,124	1,116 18 4	5,239	1,418 17 11	5,806	1,572 9 2	5,394	1,460 17 6	5,459	1,478 9 7
Wicklow	Wicklow	2,176	589 6 8	2,162	585 10 10	2,676	724 15 –	2,693	729 7 1	2,603	704 19 7	1,638	443 12 6
Youghal	Cork	1,984	537 6 8	1,971	533 16 3	2,691	738 16 3	2,701	731 10 5	2,679	725 11 3	2,919	790 11 3
		143,079	38,750 11 3	142,210	38,515 4 2	177,137	47,974 12 1	184,647	50,008 11 3	197,891	53,595 9 7	212,426	57,532 – 10
Killarney	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	3,698	1,001 10 10
Tralee	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	- -	- - -	4,314	1,168 7 6

Appendix, No.

RETURN showing the Number of LETTERS received at the Post Towns in the Counties of *Cork, Waterford, Limerick, Tipperary, Kildare, Carlow, Kilkenny, Wicklow,* and *Wexford,* together with REVENUE accruing therefrom, during the Years 1850 to 1855 inclusive.

YEAR.	Number of Letters.	Amount of Revenue.	Comparison with previous Year.
		£. s. d.	
1850 - - -	143,079	38,750 11 3	—
1851 - - -	142,210	38,515 4 2	½ per cent. decrease.
1852 - - -	177,137	47,974 12 1	25 per cent. increase.
1853 - - -	184,647	50,008 11 3	4¼ per cent. increase.
1854 - - -	197,891	53,595 9 7	7 per cent. increase.
1855 - - -	212,426	57,532 – 10	7¼ per cent. increase.

RETURN showing the principal IMPROVEMENTS recently effected as regards the POSTAL ARRANGEMENTS in the South of *Ireland,* and the Additional Expense incurred thereby.

	Additional Expense per Annum incurred.
	£. s. d.
On the 1st December last, an earlier departure from Dublin to the extent of one hour and 20 minutes of the day mail on the Great Southern and Western Railways was effected. In order that the English letters arriving early in the morning might still be forwarded by the day mail, arrangements were made for sorting them on the railway from Chester to Holyhead, in a travelling Post-office, so that they might arrive in Dublin ready to be despatched without any loss of time.	231 5 –
A later departure of the up day mail to the extent of 30 minutes was at the same time afforded to Cork, and the other towns on the line.	
In order to extend the benefit of these arrangements to Waterford, it was necessary to make a considerable addition to the payment to the Waterford and Kilkenny Railway Company.	161 14 4
The day mail to Waterford was first established in January 1852.	
On the 1st January last, the night mail train between the Limerick Junction and Cork was accelerated, and a travelling Post-office established throughout, between Dublin and Cork.	281 10 –
An acceleration between Dublin and Limerick would not have been beneficial, as most of the branch posts are fitted to the down as well as to the up mails.	
The apparatus was used at the Buttevant, Charleville and Kilmallock stations, in order to avoid a stop of the train.	
This is the first instance of a travelling Post-office, or of the use of the apparatus in Ireland.	
The effect of the whole measure was to give an earlier arrival and later departure of the mail at all the towns in the south-west of Ireland; the benefit to many of the towns west of Cork, such as Bantry, Kinsale, Skibbereen, Clonakilty, Dunmanway, &c., being one hour and five minutes in each direction.	
The towns west of Limerick also derived advantage from the establishment of the travelling Post-office, but as the acceleration did not affect them, the gain was not so considerable.	

Appendix, No. 2.

	Additional Expense per Annum incurred.
	£. s. d.
A mail car was established last year between Kilkenny and Thurles, for the purpose of connecting Kilkenny with the night mail trains on the Great Southern and Western Railway, and opening a direct night post between Kilkenny and the whole of the south-west of Ireland.	140 – –
The last evening train from Carlow and Athy to Kildare was employed last year for improving the communication from Carlow and Athy to all the towns in the south and south-west of Ireland, which receive their post by means of the Great Southern and Western Railway.	*9 12 7
In the latter part of 1853, direct posts were established between Tallow and Youghal, and also between Youghal and Dungarvan, thus connecting Dungarvan with Cork.	30 – –
Previous to last year Dungarvan had only a night mail to and from Dublin, which was sent by way of Waterford, and there was no direct communication with Clonmel. Arrangements were made for sending the night mail by way of Clonmel, which afforded an earlier arrival and later departure at Dungarvan, as well as supplied the direct communication with Clonmel; and at the same time a Dublin day mail by way of Waterford was given, which of course kept up the direct communication with Waterford, as well as established a second post with Dublin.	39 12 8
£.	893 14 7

In addition to the above annual payments, an expense of 201*l.* 8*s.* 2*d.* was incurred for erecting the apparatus for exchanging bags on the Great Southern and Western Railway.

COPY of MEMORIAL from the CORPORATION of *Clonmel.*

To the Right Honourable Lord Viscount *Canning*, Postmaster-General.

The Memorial of the Mayor, Aldermen and Burgesses of Clonmel, in the County of Tipperary.

Sheweth,

THAT your Memorialists beg to represent to your Lordship that the conveying the mails to and from this large and influential commercial town by one-horse cars is attended with much unnecessary inconvenience and delay.

Your Memorialists trust that they may not be deemed tedious in pointing out some of the defects now existing, and their remedy.

Your Lordship must be aware that, by the present system, letters for Dublin, Limerick, and Cork must be posted in Clonmel for the morning despatch at 8.50 a. m., while, were the mails sent by railway, the office might remain open until 10.50 a. m., and that letters from the foregoing cities by the day mail, which are now delivered at 5 p. m., might be received at the office here three hours earlier.

Carrick-on-Suir is about 11 miles east of Clonmel by road and rail, and it now takes 36 hours to have a reply in course from that town, while six hours should suffice for that purpose.

Cahir lies about eight miles west of Clonmel, and to have a reply in course takes 24 hours, and the letters travel about 40 miles. Were they sent by rail, six hours and 16 miles should be sufficient.

Your Lordship is especially requested to notice the hardships which this town, in common with Carrick and Cahir, suffer by the present system of communication with Waterford, the place of import and export for this part of the South of Ireland. It now takes 36 hours to have a reply, which might be had in half-a-dozen hours.

Your Memorialists beg to call to your Lordship's recollection that the Limerick and Waterford Railway passes through this and the several towns before-mentioned; and they respectfully but firmly submit that this locality, contributing as it does largely to general taxation, has a right to the advantage of the speedy transit of the mails, which the railway would afford for facilitating the intercourse and opening more effectually the natural resources of the country.

Signed on behalf of, and at the request of the Council of the Corporation.

(signed) *Josh. Kenny,*
Mayor of Clonmel.

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* The railway service was gratuitous, and this expense was for conveying the bags from the Post-office to the stations only.

RETURNS showing Revenue of certain Towns in the South of *Ireland*, in the Years 1846 and 1855; and also the Arrival thereat and Despatch therefrom of Mails in those Years, as contrasted with each other, and with their Arrival and Despatch according to proposed use of Railways between *Limerick* and *Waterford*, and *Kildare* and *Waterford*.

POST TOWNS.	Revenue in 1846, computed at 1¼ *d.* a Letter.	MAILS IN 1846, Before use of the Railways.				Revenue in 1855, computed at 1¼ *d.* a Letter.	MAILS AS AT PRESENT.				MAILS as by suggested use of Railways between Limerick and Waterford, and Kildare and Waterford.			
		Night.		Day.			Night.		Day.		Night.		Day.	
		Arrival.	Despatch.	Arrival.	Despatch.		Arrival.	Despatch.	Arrival.	Despatch.	Arrival.	Despatch.	Arrival.	Despatch.
	£. *s.* *d.*					£. *s.* *d.*								
Cork - -	6,950 13 4	2.30 p.m.	10.30 a.m.	7.30 a.m.	6.30 p.m.	9,308 – –	2.0 a.m.	10.15 p.m.	3.0 p.m.	10.25 a.m.	2.0 a.m.	10.15 p.m.	3.0 p.m.	10.25 a.m.
Limerick - -	3,816 11 8	8.33 a.m.	4.0 p.m.	- -	- -	7,267 16 3	2.55 „	9.15 „	1.55 „	12.49 p.m.	1.35 „	10.35 „	1.55 „	12.49 p.m.
Waterford - -	2,315 12 6	8.0 „	4.0 „	- -	- -	3,296 17 1	4.45 „	7.21 „	1.20 „	11.45 a.m.	1.0 „	Would depend on what arrangement might be made between the Post-office and Railway Company.	1.20 „	11.45 a.m.
Clonmel - -	1,587 17 11	7.43 „	4.47 „	- -	- -	2,208 2 1	3.30 „	8.45 „	3.0 „	10.10 „	1.40 „	10.30 p.m.	2.0 „	11.0 p.m.
Kilkenny - -	1,200 19 7	4.10 „	8.50 „	5.45 p.m.	7.30 a.m.	1,597 2 1	1.15 „	10.51 „	11.30 a.m.	1.30 p.m.	10.44 p.m.	Would depend on what arrangement might be made between the Post-office and Railway Company.	11.30 a.m.	1.30 „
Carlow - -	1,050 11 3	1.30 „	11.27 „	2.40 „	10.35 „	1,927 10 5	2.47 „	10.0 „	10.44 „	2.28 „	9.44 „		10.44 „	2.28 „
Cashel - -	369 13 9	8.0 „	5.0 „	12.7 a.m.	1.53 „	1,295 2 6	1.40 „	10.35 „	1.5 p.m.	12.5 „	1.40 a.m.	10.35 p.m.	1.5 p.m.	12.5 „
Cahir - -	382 13 9	6.45 „	3.0 „	1.24 „	12.36 „	398 7 11	3.30 „	8.45 „	2.50 „	10.20 a.m.	1.10 „	11.0 „	1.45 „	11.40 a.m.
Dungarvan -	396 4 7	11.55 „	12.5 „	- -	- -	440 12 11	7.45 „	4.30 „	6.0 „	7.5 „	5.55 „	6.0 „	6.0 „	7.5 „
Carrick-on-Suir -	536 5 –	5.40 „	5.50 „	- -	- -	684 7 11	5.28 „	6.35 „	4.35 „	7.45 „	2.15 „	9.5 „	2.45 „	10.30 „

Appendix, No. 3.

CLONMEL.

A STATEMENT showing the Hours at which the LETTER-CARRIERS commenced the Deliveries of both Day and Night Mails, during the Winter Months of 1854.

DATE.	Night Mail.	Day Mail.
1854:	A.M.	P.M.
1 October -	7.0	—
2 — -	7.0	5.30
3 — -	7.0	5.15
4 — -	7.0	5.30
5 — -	7.0	5.15
6 — -	7.0	5.15
7 — -	7.0	5.30
8 — -	7.0	—
9 — -	7.0	5.15
10 — -	7.0	5.30
11 — -	7.0	5.15
12 — -	7.0	5.30
13 — -	7.0	5.15
14 — -	7.0	5.30
15 — -	7.0	—
16 — -	7.0	5.15
17 — -	7.0	5.30
18 — -	7.0	5.0
19 — -	7.0	5.30
20 — -	7.0	5.10
21 — -	7.0	5.30
22 — -	7.0	—
23 — -	7.0	5.0
24 — -	7.0	5.30
25 — -	7.0	5.30
26 — -	7.0	5.15
27 — -	7.0	5.30
28 — -	7.0	5.15
29 — -	7.0	—
30 — -	7.0	5.0
31 — -	7.0	5.30
1 November	7.0	5.20
2 — -	7.0	5.15
3 — -	7.0	5.30
4 — -	7.0	5.30
5 — -	7.30	—
6 — -	7.30	5.0
7 — -	7.30	5.20
8 — -	7 30	5.20
9 —	7.30	5.10

DATE.	Night Mail.	Day Mail.
1854:	A.M.	P.M.
10 November	7.30	5.30
11 — -	7.30	5.30
12 — -	7.30	—
13 — -	7.30	5.30
14 — -	7.30	5.20
15 — -	7.30	5.0
16 — -	7.30	5.0
17 — -	7.30	5.30
18 — -	7.30	5.30
19 — -	7.30	—
20 — -	7.30	5.0
21 — -	7.30	5.10
22 — -	7.30	5.30
23 — -	7.30	5.30
24 — -	7.30	5.25
25 — -	7.30	5.30
26 — -	7.30	—
27 — -	7.30	5.30
28 — -	7.30	5.20
29 — -	7.30	5.20
30 — -	7.30	5.30
1 December	7.30	4.10
2 — -	7.30	4.30
3 — -	7.30	—
4 — -	7.30	4.15
5 — -	7.30	4.25
6 — -	7.30	4.35
7 — -	7.30	4.30
8 — -	7.30	4.15
9 —	7.30	4.55
10 — -	7.30	—
11 — -	7.30	4.15
12 — -	7.30	4.40
13 — -	7.30	4.30
14 — -	7.30	4.25
15 — -	7.30	4.20
16 — -	7.30	4.30
17 — -	7.30	—
18 — -	7.30	4.20
19 — -	7.30	4.30

DATE.	Night Mail.	Day Mail.
1854:	A.M.	P.M.
20 December	7.30	4.20
21 — -	7.30	5.0
22 — -	7.30	4.40
23 — -	7.30	4.30
24 — -	7.30	—
25 — -	7.30	—
26 — -	7.30	4.10
27 — -	7.30	4.15
28 — -	7.30	4.30
29 — -	7.30	4.30
30 — -	7.30	4.30
31 — -	7.30	—
1855:		
1 January -	7.30	4.30
2 — -	7.30	4.30
3 — -	7.30	4.35
4 — -	7.30	4.25
5 — -	7.30	4.35
6 — -	7.30	4.15
7 — -	7.30	—
8 — -	7.30	4.25
9 — -	7.30	4.30
10 — -	7.30	5.0
11 — -	7.30	4.30
12 — -	7.30	5.0
13 — -	7.30	4.25
14 — -	7.30	—
15 — -	7.30	4.30
16 — -	7.30	4.30
17 — -	7.30	4.30
18 — -	7.30	4.30
19 — -	7.30	4.45
20 — -	7.30	4.20
21 — -	7.30	—
22 — -	7.30	4.30
23 — -	7.30	4.35
24 — -	7.30	4.45
25 — -	7.30	4.35

Date.	Night Mail.	Day Mail
1855:	A.M.	P.M.
26 January -	7.30	4.40
27 — -	7.55	4.45
28 — -	7.30	—
29 — -	7.30	4.30
30 — -	7.30	4.30
31 — -	7.30	4.30
1 February	7.30	4.30
2 — -	7.30	4.35
3 — -	7.30	*
4 — -	7.30	—
5 — -	7.30	4.35
6 — -	7.30	4.30
7 — -	7.30	4.45
8 — -	7.30	4.30
9 — -	7.30	†
10 — -	†	†
	P.M.	
11 — -	1.20	—
12 — -	12.20	6.0
	A.M.	
13 — -	11.50	6.5
14 — -	9.45	6.30
15 — -	8.30	6.30
16 — -	10.0	†
17 — -	10.45	6.0
18 — -	9.0	—
19 — -	8.0	4.45
20 — -	7.30	5.0
21 — -	7.30	5.30
22 — -	7.30	4.35
23 — -	7.30	5.0
24 — -	7.30	4.45
25 — -	7.30	—

Date.	Night Mail.	Day Mail.
1855:	A.M.	P.M.
26 February	7.30	4.40
27 — -	7.30	4.40
28 — -	7.30	5.0
1 March -	7.30	5.0
2 — -	7.30	5.0
3 — -	7.30	5.20
4 — -	7.30	—
5 — -	7.30	4.40
6 — -	7.0	4.40
7 — -	7.0	5.0
8 — -	7.0	4.45
9 — -	7.0	5.0
10 — -	7.0	5.0
11 — -	7.0	—
12 — -	7.0	5.10
13 — -	7.0	4.45
14 — -	7.0	5.0
15 — -	7.0	5.30
16 — -	7.0	5.0
17 — -	7.0	5.0
18 — -	7.0	—
19 — -	7.0	4.30
20 — -	7.0	5.0
21 — -	7.0	*
22 — -	7.0	4.45
23 — -	7.0	4.45
24 — -	7.0	5.0
25 — -	7.0	—
26 — -	7.0	4.40
27 — -	7.0	4.45
28 — -	7.0	5.0
29 — -	7.0	5.0

Date.	Night Mail.	Day Mail.
1855:	A.M.	P.M.
30 March -	7.0	5.0
31 — -	7.0	4.15
1 April -	7.0	—
2 — -	7.0	4.40
3 — -	7.0	4.45
4 — -	7.0	4.50
5 — -	7.0	4.40
6 — -	7.0	5.35
7 — -	7.0	5.0
8 — -	7.0	—
9 — -	7.0	6.10
10 — -	7.0	4.30
11 — -	7.0	*
12 — -	7.0	4.45
13 — -	7.0	5.20
14 — -	7.0	5.20
15 — -	7.0	—
16 — -	7.0	4.37
17 — -	7.0	4.40
18 — -	7.0	4.50
19 — -	7.0	4.50
20 — -	7.0	4.50
21 — -	7.0	4.50
22 — -	7.0	—
23 — -	7.0	4.50
24 — -	7.0	5.45
25 — -	7.0	5.0
26 — -	7.0	4.50
27 — -	7.0	4.35
28 — -	7.0	4.50
29 — -	7·0	—
30 — -	7.0	4·45

* There is no record of the time at which the delivery commenced on the 3d February, the 21st March, and the 11th April.

† No delivery; no mail received, owing to the severity of the weather.

W. B. Cooper,
for Postmaster, Clonmel.

Appendix, No. 4.

STATEMENT, showing the ANNUAL PAYMENT and RATE PER MILE for the CONVEYANCE of the undermentioned MAILS, in the Years 1846 and 1855.

SERVICE.	Payment in 1846. £. s. d.	Rate per Single Mile. s. d.
Dublin and Cork (Night Mail): Payment to Horsing and Coach Contractors,—tolls and guards' wages	2,690 15 3	– 5½
Dublin and Limerick: Payment to Horsing and Coach Contractors,—tolls and guards' wages	2,763 8 10	– 7 5/16
Dublin and Waterford: Payment to Horsing and Coach Contractors,—tolls and guards' wages	2,257 – 3	– 7¼
Dublin and Cork (Day Mail): Payment to Horsing and Coach Contractors,—tolls and guards' wages	3,677 12 2	– 7 1/16
Limerick and Waterford: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,669 15 8	– 7⅛
Limerick and Cork: Payment to Horsing and Coach Contractors,—tolls and guards' wages	953 14 2	– 4¾
Limerick and Tralee: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,227 10 8	– 6¼
Cork and Bantry: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,058 7 2	– 4 3/16
Cork and Waterford: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,902 9 1	– 6 3/16
Cork and Kinsale: Payment to Horsing and Coach Contractors,—tolls and guards' wages	176 19 9	– 3 1/16
Dublin and Kilkenny: Payment to Horsing and Coach Contractors,—tolls and guards' wages	724 10 –	– 3⅛
Cork and Clonakilty: Payment to Horsing Contractors, &c.	nil.	
Dublin and Wexford: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,753 15 10	1 –½
£.	20,855 18 10	

SERVICE.	Payment in 1855. £. s. d.	Rate per Single Mile. s. d.
Great Southern and Western: Payment to Company per Day Mail, including guards' wages	6,201 9 6	1 –½
Payment to Company for Night Mail, including guards' wages	27,201 2 –	4 6½
Irish South-Eastern: Payment to Company	263 8 10	– 4
Waterford and Kilkenny: Payment to Company	485 3 –	– 6
Waterford and Limerick: Former payment to Company, including messengers' wages (Present payment under arbitration.)	713 6 8	1 –11/16
Maryboro' and Waterford (Coach): Payment to Horsing Contractors, including guards' wages	1,210 – –	– 6 9/16
Dublin and Wexford: Payment to Horsing and Coach Contractors,—tolls and guards' wages	1,753 15 10	1 –½
£.	37,828 5 10	

August 1853.

Edward J. Page,
Inspector-General of Mails.

RETURN, showing the PRINCIPAL RAILWAYS upon which the MAIL SERVICE is performed, under a Contract for the general use of all the Trains.

NAME OF RAILWAY.	Number of Single Miles over which Bags were conveyed Daily, taking the 1st December 1854 as an Instance.	PAYMENT for the SERVICE.	Total Length of the Lines to which the Contract has Reference.
	Miles. Fgs. Yds.	£.	*Miles. Fgs. Yds.*
East Lancashire - - - - -	484 4 50	1,000 a year -	81 0 0
Lancashire and Yorkshire - - -	707 4 14	3,300 „ -	195 1 0
London, Brighton and South Coast -	454 4 0	454 „ -	50 4 0
London and North-Western - -	4,421 3 207	49,000 „ -	553 4 0
Manchester, Sheffield and Lincolnshire	922 6 130	2,000 „ -	171 6 0
Midland - - - - - - -	2,523 2 190	23,000 „ -	488 2 0
Newcastle and Carlisle - - -	489 0 0	1,000 „ -	59 4 0
Stockton and Darlington - - -	156 6 0	1,134 „ -	43 2 0
Dublin and Kingstown - - -	66 7 110	500 „ -	6 0 150

August 1855.

Edward J. Page,
Inspector-General of Mails.

STATEMENT, showing the Total Amount of the Correspondence of all Towns for the Conveyance of the *London* Bags to which the *Peterborough* and *Grimsby* Night Mail Train was established.

NAME OF TOWN.	Number of Letters according to Accounts, for Week ended 21st May 1855.
Boston - - - - - -	11,214
Horncastle - - - - -	3,535
Alford - - - - - -	2,557
Louth - - - - - -	4,858
Spilsby - - - - - -	2,831
Ulceby - - - - - -	1,421
Barton-on-Humber - - -	1,932
Grimsby - - - - - -	4,764
Spalding - - - - -	6,038
Holbeach - - - - -	841
Hull - - - - - -	64,732
Driffield - - - - - -	7,284
Beverley - - - - - -	7,641
TOTAL - - -	119,648

Payment for the Night Mail Train between Peterborough and Grimsby, and for the Day Mail Train between Peterborough and Boston* - - £. s. d. 6,311 18 10 a year.

STATEMENT, showing the Total Amount of the Correspondence of all Towns for the Conveyance of the *Dublin* Bags to which the *Waterford* and *Limerick* Railway would be available.

NAME OF TOWN.	Number of Letters according to Accounts, for Week ended 21st May 1855.
Waterford - - - - -	12,173
Piltown - - - - - -	458
Carrick-on-Suir - - - -	2,527
Clonmel - - - - - -	8,153
Cahir - - - - - -	1,471
Tipperary - - - - -	2,654
Pallasgreen - - - - -	687
Limerick - - - - -	26,835
Dungarvan - - - - -	1,627
Ennis - - - - - -	4,145
Kilrush - - - - - -	2,460
Ennistimon - - - - -	1,267
TOTAL - - -	64,457

Payment demanded by the Waterford and Limerick Railway Company for a Night and Day Mail Train - - £. s. d. 7,919 – – a year.

* There is no Day Mail beyond Boston.

Edward J. Page,
Inspector-General of Mails.

August 1855.

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1. *Complaints under this head; Reference specially to the Car between Goold's Cross and Clonmel.*
2. *Evidence generally on the part of the Post-office.*
3. *Explanation in the case of the Clonmel Car.*

1. *Complaints*

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1. *Complaint in regard to the present Arrangements.*
2. *Statement on the part of the Post-office.*

1. *Complaint in regard to the present Arrangements:*

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See also *Waterford and Kilkenny, and South-Eastern Railways.*

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WATERFORD AND KILKENNY, AND IRISH SOUTH-EASTERN RAILWAYS:

1. *Importance of a direct Mail by Railway from Waterford to Carlow and Dublin; Proposition hereon.*
2. *Sundry Objections urged against the foregoing Proposal; extra Expenditure thereby.*

1. *Importance of a direct Mail by Railway from Waterford to Carlow and Dublin; Proposition hereon:*

Very extensive corn and flour establishments at Milford, Bagnalstown, and other places in the district under consideration adverted to, as showing the expediency of improved postal communication by railway direct with Waterford, &c., *Alexander* 1746–1771. 1810. 1831–1857. 1873. 1880–1884——Suggested remedy of the inconvenience complained of by the establishment of an evening mail-train from Waterford to Carlow, so that letters may be delivered at Milford, &c., by 9 A.M., *ib.* 1772–1787, 1863-1872. 1885–1887. 1891. 1896–1899——Expense of the proposed evening mail considered in connexion with the amount of correspondence to be benefited thereby, *ib.* 1784. 1838–1855. 1873–1884.

Proposition made by witness, as traffic-manager of the Waterford and Kilkenny Railway, to Lord Canning and Mr. Rowland Hill, whereby, at a slightly additional expense, if any, the mail service for the south-eastern part of Ireland would be considerably accelerated and improved, *Fletcher* 1915 *et seq.*——Witness has spoken on the subject to Lord Canning and Mr. Rowland Hill, but has not made the proposition officially, *ib.* 1915. 1926. 1971——Use proposed to be made of the South-Eastern Railway from Carlow to Kilkenny, *ib.* 1916 *et seq.*——Arrangements contemplated so as to dispense with the present mail-coach from Dublin to Wexford, which costs some 1,600*l.* or 1,800*l.* a year, *ib.* 1923, 1924.

Witness's proposition contemplated a mail-train from Dublin at 7.30 P.M., direct through Carlow and Kilkenny, and to arrive in Waterford at 12 at night, which not being an actual night service, would not entail much expense, *Fletcher* 1924, 1928. 1935–1937——Economical character of the proposed arrangement; terms for which the railway companies would perform the service, *ib.* 1928 *et seq.*——The up-mail train for Dublin, as proposed, would leave Waterford at 7.30 P.M., passing through Kilkenny, and thence by goods train to Dublin, to arrive at 4 A.M., *ib.* 1928. 1937–1944——Reason for the proposition not having been laid officially before the Post Office, *ib.* 1928–1930. 1971–1974. 1982-1984.

Explanation relative to a proposition for a passenger mail-train from Waterford to Dublin, to leave Kilkenny at 8.30 P.M., in lieu of the goods train from Kilkenny at 9 P.M., and to arrive in Dublin at 12 at night; hesitation of the Great Southern and Western Company to accept lower terms for this service than for the night mail services now performed by them, *Fletcher* 1954–1975.

2. *Sundry Objections urged against the foregoing Proposal; extra Expenditure thereby:*

Absence on the whole of any advantage if the Waterford and Kilkenny and South-Eastern Railways were used as proposed by Mr. Fletcher, *Trollope* 2025–2030. 2032–2036——Opinion that the sum contemplated by Mr. Fletcher for the cost of the railway service is much too low, *ib.* 2844–2846——Decided objection to Mr. Fletcher's proposal for abolishing the present night mail for Wexford, *ib.* 2844–2851——Inconvenience to Kilkenny, Thomastown, Ross, and Wexford, &c., without any decrease of expenditure, if suggestions proposed by Mr. F. Scully in the present system of communication in the district were carried out, *ib.* 3221 *et seq.*; 3427.

Further evidence in regard to Mr. Fletcher's proposition for using the railway direct from Waterford to Dublin, and for dispensing with certain coach or car communication; insufficient amount estimated by him for defraying the cost thereof, and for payment to the railways in the matter, *Trollope* 3448 *et seq.*——Calculation in detail, and examination thereon, to the effect that the abolition of the present conveyances to Maryborough, and the substitution of a mail-train from Waterford, *viâ* Kilkenny and Carlow, to Kildare, and of some other necessary conveyances, would result in a saving of 970*l.* a year by car, and in an expenditure of 1,953*l.* by railway, *ib.* 3456–3532.

Payment of 930*l.* a year to the Waterford and Kilkenny Company under Mr. Fletcher's proposal, *Trollope* 3457——Probable expense to be incurred from Kildare to Carlow in running a mail-train direct from Dublin to Waterford, *ib.* 3459-3487——Estimate of 15*l.* as the expense of serving each post town from the stations, in the event of a direct mail-train from Waterford to Carlow and Dublin, *ib.* 3505-3510——Witness does not include in his estimate any charge for conveying the mails by rail from Carlow to Kildare, *ib.* 3531, 3532——Detailed statement of the advantages and the disadvantages to several places by the proposed mail; conclusion, that irrespective of expense, the disadvantages are more considerable than the advantages, *ib.* 3533–3593.

Doubt

Report, 1855—*continued.*

WATERFORD AND KILKENNY, &c. RAILWAY—continued.

2. *Sundry Objections urged, &c.*—continued.

Doubt whether if the Waterford and Limerick line were used by the Post-office, the Waterford and Kilkenny line would also be used for the sake of transmitting the Dublin day mail to Waterford, &c., *Page* 3961-3971——Impracticability of Mr. Fletcher's proposition for a night mail from Waterford to Dublin *viâ* Kilkenny to reach the latter place at 8·30 P.M., 4005-4014.

See also *Bagnalstown. Carlow. Goresbridge. Gowran. Thomastown. Wexford.*

WATERFORD AND LIMERICK RAILWAY:

1. *Proposition for a Night and Day Mail-train between Waterford and Limerick; Expense thereof to the Post-Office.*
2. *Disapproval of the foregoing Proposition; unjustifiable Expenditure thereby.*

1. *Proposition for a Night and Day Mail-train between Waterford and Limerick; Expense thereof to the Post-office:*

Considerable improvement if the mail *viâ* Clonmel to Waterford, &c. were sent by railway in the night, *Fisher* 258, 265-267. 288——Liberality of the offer of the Waterford and Limerick Company to run a night mail-train at 2*s.* 3*d.* a mile, *ib.* 303. 349. 388-396. 409, 410——Statement that the net increased expense of adopting the Waterford and Limerick line, and dispensing with the mail cars would be only 3,000*l.*, and not 7,000*l.*, as stated by Lord Canning, *ib.* 303. 343-348——Advantage of a night mail-train from Waterford to the Limerick Junction further adverted to; it should start about 8·30 P.M., *ib.* 396-406.

Approval of a night mail, as suggested by Mr. Fisher, *Malcomson* 575——Statement as to the Waterford and Limerick Company having been established partly with a view to increased postal communication through its use, *ib.* 592-597——Instead of the mail from Waterford at 4·30 and the indirect mail at 7·10, there should be one direct mail by railway at a later period, *Blake* 625-627. 635-638. 646-648.

Witness is secretary to the Waterford and Limerick Railway Company, *O'Connor* 664——Offer made by the company to convey the mails at 9*d.* per mile in the day and 2*s.* 3*d.* per mile at night, *ib.* 665-668. 705, 706——Refusal of these terms by the Post-office, who have shown no disposition to re-open the negotiation, *ib.* 669-672. 691. 714.

Witness is not authorised to state whether the company would accept any lower terms, but believes they would have taken 3*d.* per mile off the day service, *O'Connor* 673. 679, 680——Statement that in offering to run a night mail-train at 2*s.* 3*d.* a mile the company calculated upon receiving the cost-price only, *ib.* 673-678. 689. 696-700——Contemplated carriage of goods and passengers by the train, *ib.* 677. 681. 687-689——The hour of departure from Waterford was proposed to be 8.30 P.M., and the arrival at the Limerick Junction at 12 at night, *ib.* 682-686——Charge of 1*s.* a mile for the day mail-train from the Junction to Limerick, which is the only postal use made of the railway, *ib.* 692-695.

Concurrence with Mr. Fisher as to the items of expense that would be saved by the night train, *O'Connor* 707, 708——The cost of the train at 2*s.* 3*d.* would be about 6,000*l.* a year, *ib.* 710, 711——Distance of 77 miles from Waterford to Limerick, and of 55 miles to the Junction, *ib.* 712, 713——Correspondence between the railway company and the Post-office, the terms of the company being declined on 30th June 1854, *ib.* 715——Letter from Mr. Tilley (of the Post-office) to Lord Bessborough, dated 27th June 1854, explaining the reasons for refusing the offer of the company, *ib.* 715.

The best remedy for the present inconvenience would be a later despatch from Waterford of the direct mail, such despatch, moreover, being by railway, *Delahunty* 752-757. 814-823. 837. 861, 862——Belief that the receipts would equal the expenditure if the 4·30 P.M. mail were sent by railway, *ib.* 838-840——Considerable advantage if, as regards Clonmel, &c., the Waterford and Limerick Railway were used for the conveyance of day mails to and from the Junction, *Kennedy* 1192-1212. 1248-1264. 1329——Letters might be taken from Waterford to Limerick direct by railway in from three to three-and-a-half hours, *ib.* 1308. 1313——Advantage to several specified towns in the counties of Waterford and Tipperary if there were a night mail-train between Waterford and the Junction, *ib.* 1317-1329.

2. *Disapproval of the foregoing Proposition; unjustifiable Expenditure thereby;*

Increased expenditure of 6,673*l.* a year, which would sweep away the whole net revenue of Ireland, if the offer of the Waterford and Limerick Company had been accepted, viz., to carry the night mails at 2*s.* 3*d.* a mile, and the day mails at 9*d.* a mile, *Hill* 108-117——With regard to the cost of 4*s.* 6*d.* a mile demanded for the conveyance of a night mail from the Limerick Junction to Limerick, the Post-office have no case of complaint, *ib.* 118-125——Doubt as to any better arrangement of the mails to Limerick and Waterford,

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WATERFORD AND LIMERICK RAILWAY—continued.

2. *Disapproval of the foregoing Proposition, &c.*—continued.

ford, unless the cost of an additional mail be incurred, *Hill* 132-134——Comparative lowness for Ireland of the offer of the Waterford and Limerick Company to carry the night mail for 2 *s.* 3 *d.* a mile, *ib.* 177, 178——Slight use now made by the Post-office of the Waterford and Limerick line, *ib.* 208, 209.

Statement of the arrivals at several towns if the Waterford and Limerick line were used, as compared with the present hours of arrival, *Trollope* 2008-2019——Total of 12,400 letters weekly, giving a postal revenue of 3,380 *l.* per annum, which would be accelerated in their delivery by a night mail train on the Waterford and Limerick Railway, *ib.* 2038-2051——Net additional expense of 5,645 *l.* a year for the Waterford and Limerick night mail; details hereon, *ib.* 2052-2057——Absence of advantage to post towns in regard to answers by return of post if the night mail train were used, *ib.* 2058——Statement in detail of the several advantages to each town by the use of such train, *ib.* 2061 *et seq.* 2214-2229.

Limited advantages to be given by the proposed day mail train from the Limerick Junction to Waterford, *Trollope* 2230 *et seq.*——Computation that 3,328 letters weekly, producing an annual revenue of 900 *l.*, would be conveyed or benefited by the proposed day train, *ib.* 2240-2242. 2305, 2413-2415——Computation that the extra expenditure on account of the train would be 1,022 *l.* a year against a consequent gain of about 150 *l.* a year, *ib.* 2243-2247. 2261, 2262. 2306. 2404-2425. 2471-2476. 2479-2484——Payment of 1 *s.* a mile for the day mail train between the Junction and Limerick, *ib.* 2303.

Probable bias of the people of Clonmel and Waterford, &c. in favour of benefiting the Waterford and Limerick Railway, *Trollope* 2899-2903——Further explanation of the computation that the letters to be benefited by the proposed day mail train between Waterford and Limerick represent a revenue of 900 *l.*, and that the extra cost of such train would be 1,022 *l.*, *ib.* 2997-3010——Reference to a statement made to the Committee, that the Waterford and Limerick Company, as compared with the Great Southern and Western Company, was used unfairly by the Post-office, *ib.* 3068-3071——Small increase of correspondence anticipated from the proposed day mail, *ib.* 2307.

Extent of advantage to the towns and sub-posts beyond Limerick and beyond Waterford, and to other places, if the proposed night mail were adopted, *Trollope* 3210-3220. 3344 *et seq.* 3409-3425——The Waterford and Limerick Company have intimated that the proposed train could not be run at the present pace at 2 *s.* 3 *d.* a mile; necessity, therefore, of its leaving Waterford about 8.20 P. M., *ib.* 3365-3369——Concurrence in Mr. Hill's statement, that the expense of the proposed night mail train would absorb the whole surplus revenue of Ireland, *ib.* 3399-3403.

Demand of 9 *d.* a mile, or about 1,700 *l.* a year, by the Limerick and Waterford Company for a day mail-train, contrasted with the payment of 1,000 *l.* a year to the Newcastle and Carlisle Company for a much larger service, *Page* 3673-3679——Several Irish companies to which a much cheaper rate is paid for the use of day trains than was demanded by the Waterford and Limerick Company, *ib.* 3687, 3688——Probability of the Postmaster-general assenting to a fixed payment of 1,000 *l.* a year for certain services by the Waterford and Limerick Company, *ib.* 3700——Advantage if the ordinary trains of the Waterford and Limerick Company were available for the day mails, *ib.* 4001-4004——Returns showing the revenue of certain towns in the years 1846 and 1855; and also the arrival thereat and dispatch therefrom of mails in those years, as contrasted with each other, and with their arrival and dispatch according to the proposed use of the Waterford and Limerick Railway, *App. p.* 259.

Statement showing the annual payment and rate per mile for the conveyance of the Waterford, &c., mails in 1846 and 1855, *App. p.* 262——Return showing the total amount of the correspondence of all towns for the conveyance of the Dublin mail bags to which the Waterford and Limerick Railway would be available, *ib.* 263——Payment of 7,919 *l.* a year demanded for a night and day mail-train, *ib.*

See also *Abbeyleix. Cappoquin. Carrick-on-Suir. Clonmel. Cork. Dungarvan. Great Southern and Western Railway. Limerick. Newcastle and Carlisle Railway. North Eastern Railway. Parcel Post. Peterborough and Grimsby. Portlaw. Sub-posts. Supplementary Mails. Tramore.*

Wexford. Contemplated re-arrangement of the present mail-coach night service from Dublin to Wexford, in order to meet the proposed improved service for the south-eastern district, *Fletcher* 1923, 1924. 1945-1953——Decided objection to the foregoing proposition, *Trollope* 2844-2851——Present postal arrangements between Waterford and Wexford compared with those some years ago, when there was a post each way by a mail coach direct, *ib.* 3113-3126——The Wexford mail for Waterford now leaves at 3 P. M.; later dispatch feasible, if there were a direct night mail, *ib.* 3117. 3127, 3128——Payment at present of 1,600 *l.* a year for the Dublin and Wexford mail by coach, *Page* 3708-3714. 3717.

Return of the number of letters to Wexford, and revenue accruing therefrom, during each

Report, 1855—*continued.*

Wexford—continued.

each of the last six years, *App. p.* 256——Statement showing the annual payment and rate per mile for the conveyance of the mails from Dublin to Wexford, &c., in 1846 and in 1855, *ib.* 262.

See also *Waterford and Kilkenny, and Irish South Eastern Railways.*

Woodstown. Inconvenience suffered at Woodstown under the present defective postal communication with Waterford, &c., *Fisher* 239 *et seq.*; *Blake* 612. 658——Complaint by Lord Huntingdon adverted to; letter from him on the subject, *Blake* 659, 660——There are private bags at Woodstown, but there is no post-office there, *Trollope* 2064——The statement as to the time taken before certain letters are received at Woodstown, where Lord Huntingdon resides, is not accurate, *ib.* 2718–2722.

See also *Huntingdon, Lord. Waterford.*

Y.

Youghal. Advantage of a second delivery in Dungarvan so as to meet the case of the Youghal letters which arrive too late for the first delivery, *O'Brien* 1443, 1444. 1506. 1646——Objection to the mail car from Youghal to Dungarvan, there being only one horse the whole way, a distance of about eighteen English miles, *ib.* 1607–1612.

Means of communicating from Youghal to Dungarvan, and *vice versâ*, *Trollope* 2672–2683——Partial incorrectness of Mr. O'Brien's statement as to the Youghal letters for Dungarvan, *ib.* 3136, 3137——Gain as regards letters from Youghal to Waterford if the Waterford and Limerick Railway were used, *ib.* 3418–3420——Present course of a letter from Youghal to Waterford, *ib.* 3421–3423.

Return of the number of letters to Youghal, and of the revenue accruing therefrom, during the last six years, *App. p.* 256.